

# The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 7098

一十月八年元統宣

MONDAY, OCTOBER 4, 1909.

一拜禮

號四月十英港香

35 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$15,000,000  
RESERVE FUNDS.....  
Selling.....  
Silver.....\$15,350,000  
RESERVE LIABILITY OF PROPRIETORS.....\$15,000,000

COURT OF DIRECTORS:  
Hon. Mr. W. J. Gresson—Chairman.  
H. M. Tomkins, Esq.—Deputy Chairman.  
J. W. Bannock, Esq.  
M. G. Barrett, Esq.  
G. S. Gabbay, Esq.  
W. Helms, Esq.  
G. R. Lennard, Esq.

CHIEF MANAGER:  
Hongkong—J. R. M. SMITH  
Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 1 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 2 1/2 per cent. per annum.  
For 6 months, 3 per cent. per annum.  
For 12 months, 4 per cent. per annum.

J. R. M. SMITH,  
Chief Manager.  
Hongkong, 21st August, 1909.

### THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE—LONDON.

PAID-UP CAPITAL.....£1,000,000  
RESERVE FUND.....£1,575,000  
RESERVE LIABILITIES OF PROPRIETORS.....£1,000,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits for 12 months, 4 per cent.

W. M. DICKSON,  
Manager.  
Hongkong, 5th April, 1909.

### INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP.....GOLD \$2,500,000  
ABOUT MEX \$7,221,122  
RESERVE FUND.....GOLD \$2,500,000  
ABOUT MEX \$7,221,122

HEAD OFFICE:  
60 WALL STREET, NEW YORK.

LONDON OFFICE:  
THREADEWELL HOUSE, E.C.

LONDON BANKERS:  
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2 1/2 per cent. on daily balance and accepts Fixed Deposits at the following rates:—

For 12 months 4 1/2 per cent. per annum.

No. 9, Queen's Road Central, Hongkong.

W. M. ANDERSON,  
Manager.  
Hongkong, 18th April, 1908.

### NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL 45,000,000 (£3,750,000).  
RESERVE FUND FL 6,125,745 (about £500,479).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Samarang, Soerabaya, Oerbon, Tegal, Pecalongan, Pasoeroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radia (Achoen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:  
THE UNION OF LONDON AND SMITHS' BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED:  
On Current Accounts 2 1/2 per cent. on daily balance.

Fixed Deposits 12 months 4 1/2 per annum.

J. L. VAN HOUTEN,  
Agent.  
Hongkong, 11th July 1909.

## Banks.

### YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP.....Yen 24,000,000  
RESERVE FUNDS....." 15,000,000

Head Office—YOKOHAMA.

Branches and Agencies:

TOKIO. OHEFOO.  
Kobe. TIENSIN.  
OSAKA. PEKIN.  
NAGASAKI. NEWOHWANG.  
LONDON. DALNY.  
LYONS. PORT ARTHUR.  
NEW YORK. ANTONG.  
SAN FRANCISCO. LIOYANG.  
HONOLULU. MUKDEN.  
BOMBAY. TIE-LING.  
SHANGHAI. CHANG-CHUN.  
HANKOW.

HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 1 per cent. per annum on the daily balance.

On fixed deposit:—

For 12 months 4 1/2 per cent. p.a.

TAKKO TAKAMIGHI,  
Manager.

Hongkong, 11th September, 1909.

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

J. R. M. SMITH,  
Chief Manager.

Hongkong, 11th January, 1909.

### DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP.....Sh. Tals 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin. Calcutta. Hamburg. Hankow.  
Kobe. Peking. Singapore. Tientsin.  
Tientsin. Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Pruessische Staatsbank).  
Direction der Disconto-Gesellschaft.

Deutsche Bank.  
S. Bleichroeder.

Berliner Handels-Gesellschaft.  
Bank fuer Handel und Industrie.

Robert Warnecker & Co.  
Mendelssohn & Co.

M. A. von Rothschild & Soehne. Frankfurt a/M.  
Jacob S. H. Stern.

Norddeutsche Bank in Hamburg, Hamburg.  
Sal. Oppenheim & Co., Köln.

Bayrische Hypothek und Wechselbank, München.

LONDON BANKERS:  
Messrs. N. M. ROYDEN & SONS.

THE UNION OF LONDON AND SMITHS' BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIRECTOR DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOHN,  
Manager.

Hongkong, 4th December, 1907.

### Intimations.

THE SAVOY beg to inform their Customers and Residents that they are disposing of their Stock at Cost Price, owing to their removal to new premises, Gentlemen's underwear a speciality, also the well-known W. B. Corsets, Ladies' and Children's Shoes, and Canton Embroideries.

The REGAL SHOES are not included, they will be sold at the usual price, \$10 per pair.

Hongkong, 31st August, 1909.

### GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 37 1/2 lbs. net \$5.50 per Cask ex Factory.

In Bags of 50 lbs. net \$3.45 per Bag ex Factory.

SHEWAN TOMES & CO.,  
General Managers.

Hongkong, 11th August, 1908.

## Mails.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR STEAMERS TO SAIL ON REMARKS.

LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES.....NILE.....About 6th Oct. Freight and Passage.

TAKAO, SHANGHAI, MOJI, and KOBE & YOKOHAMA.....PALERMO.....About 9th Oct. Freight and Passage.

SHANGHAI.....DELHI.....About 15th Oct. Freight and Passage.

LONDON, &c., via usual Ports.....HIMALAYA.....About 16th Oct. See Special Advertisement.

For Further Particulars, apply to.....E. A. HEWETT,  
Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, 2nd October, 1909.

## Intimations.

### LANE, CRAWFORD & CO.

### NEW SEASON'S STOCK OF FOOTBALL BOOTS.

CHROME.....\$6.50.....RUSSET.....\$6.00

and.....and

\$8.00.....\$7.00

per pair.....per pair.

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# NORDDEUTSCHER LLOYD.

## IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZ HENRI FRIEDRICH" Capt. E. Malchow	WEDNESDAY, 6th Oct., Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZ ROSE LUITPOLD" Capt. H. Kirchner	About WEDNESDAY, 6th Oct.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lenz	FRIDAY, 8th Oct., Daylight.
YOKOHAMA and KOBE	"CORLENE" Capt. H. Raegenor	About SATURDAY, 10th Oct.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Middle of October.

For further Particulars, apply to

**NORDDEUTSCHER LLOYD.**  
**MELCHERS & CO.,**  
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 27th September, 1900.

# MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.  
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	TOURANE	Lancelotti	11th Oct., P.M.
MARSEILLES, VIA PORTS	OCEANIE	Sellier	11th Oct., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	ARMAND BEHIC	Gilouet	15th Oct., P.M.
MARSEILLES, VIA PORTS	SYDNEY	Gosta	16th Oct., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 10 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 28th September, 1900.

# MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.  
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

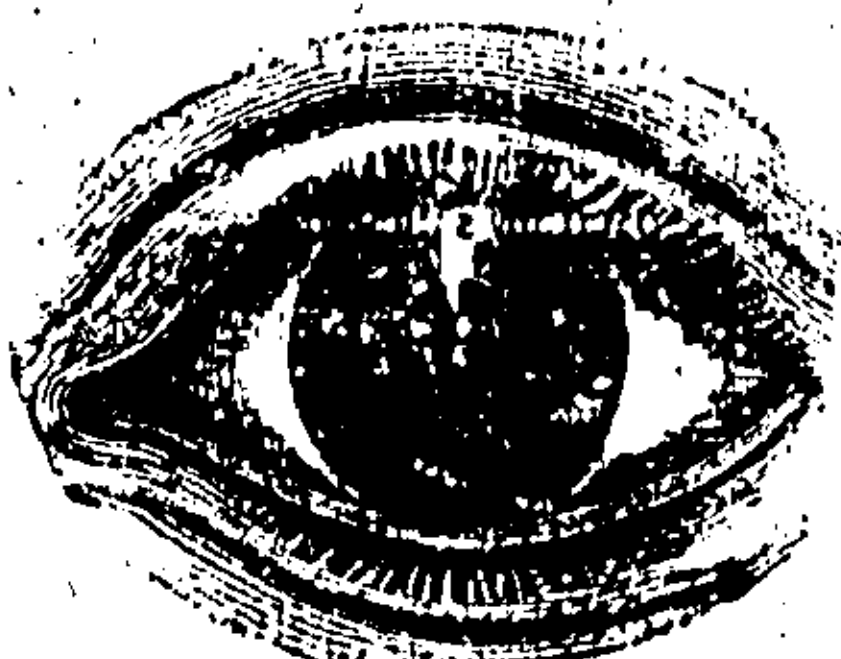
The speediest, most luxuriously appointed and punctual steamers on the line.  
Departure from Hongkong at 10 P.M. (Saturdays excepted).  
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.  
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamoon.

For further particulars, please apply to the COMPANY'S OFFICE at Shamoon, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1900.



EYES RIGHT!

**N. LAZARUS, OPHTHALMIC OPTICIAN,**  
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground: All kinds of Spectacles for all requirements.  
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.  
LONDON, 100, Strand, Bedford Row, W.C.  
SINGAPORE, 11, Market Street.  
HONGKONG, 11, Market Street.  
SHANGHAI, 100, Nanjing Road.  
Canton, 11, Market Street.  
HONGKONG, 11, Market Street.

# THE YOKOHAMA DOCK CO., LTD.

NO. 1 DOCK.	NO. 2 DOCK.	NO. 3 DOCK.
Docking Length.....515 ft.	Docking Length.....376 ft.	Docking Length.....481 ft.
Width of Entrance... 80 "	Width of Entrance... 50 "	Width of Entrance... 63 "
Water on Blocks..... 28 "	Water on Blocks... 26 "	Water on Blocks..... 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos 378, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

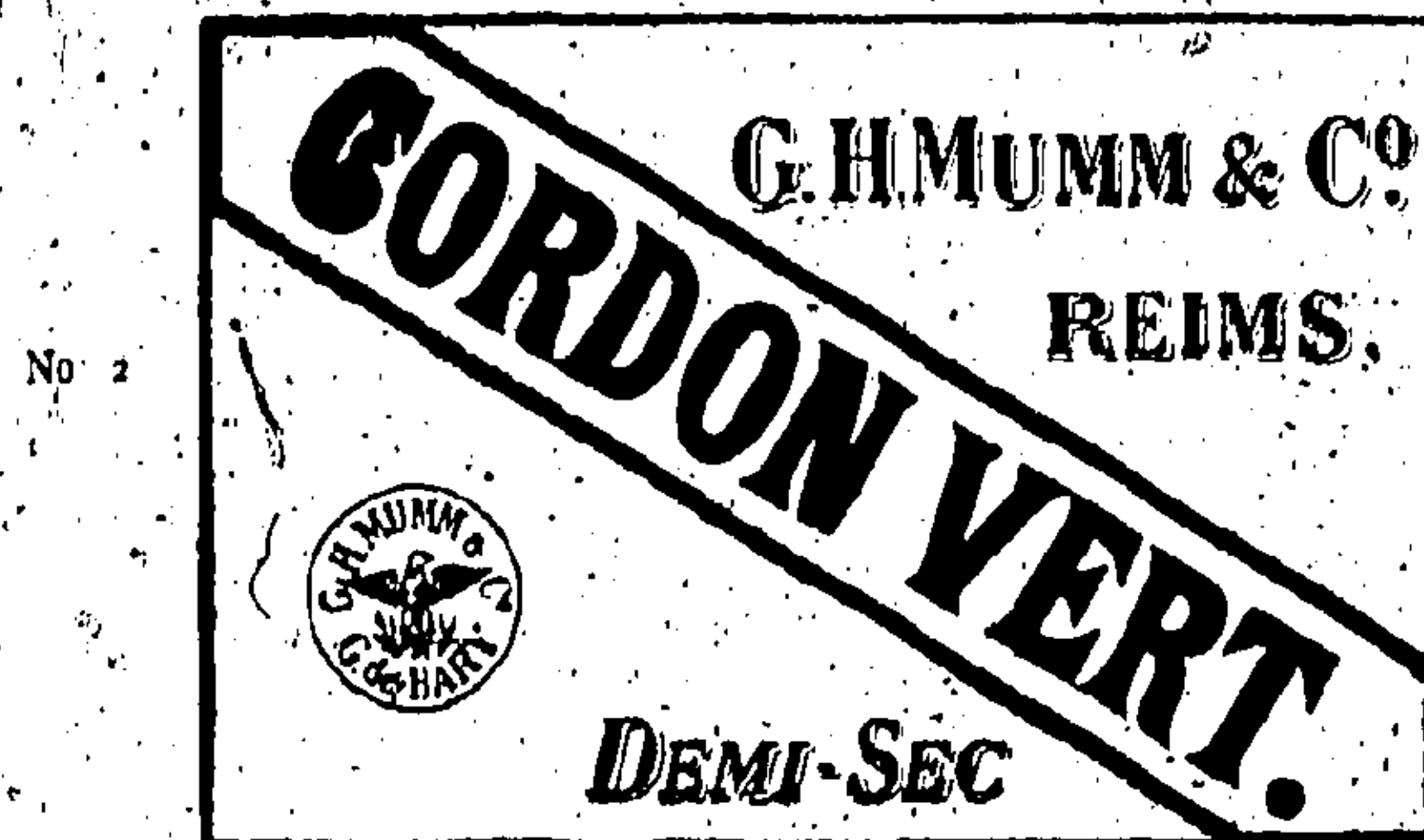
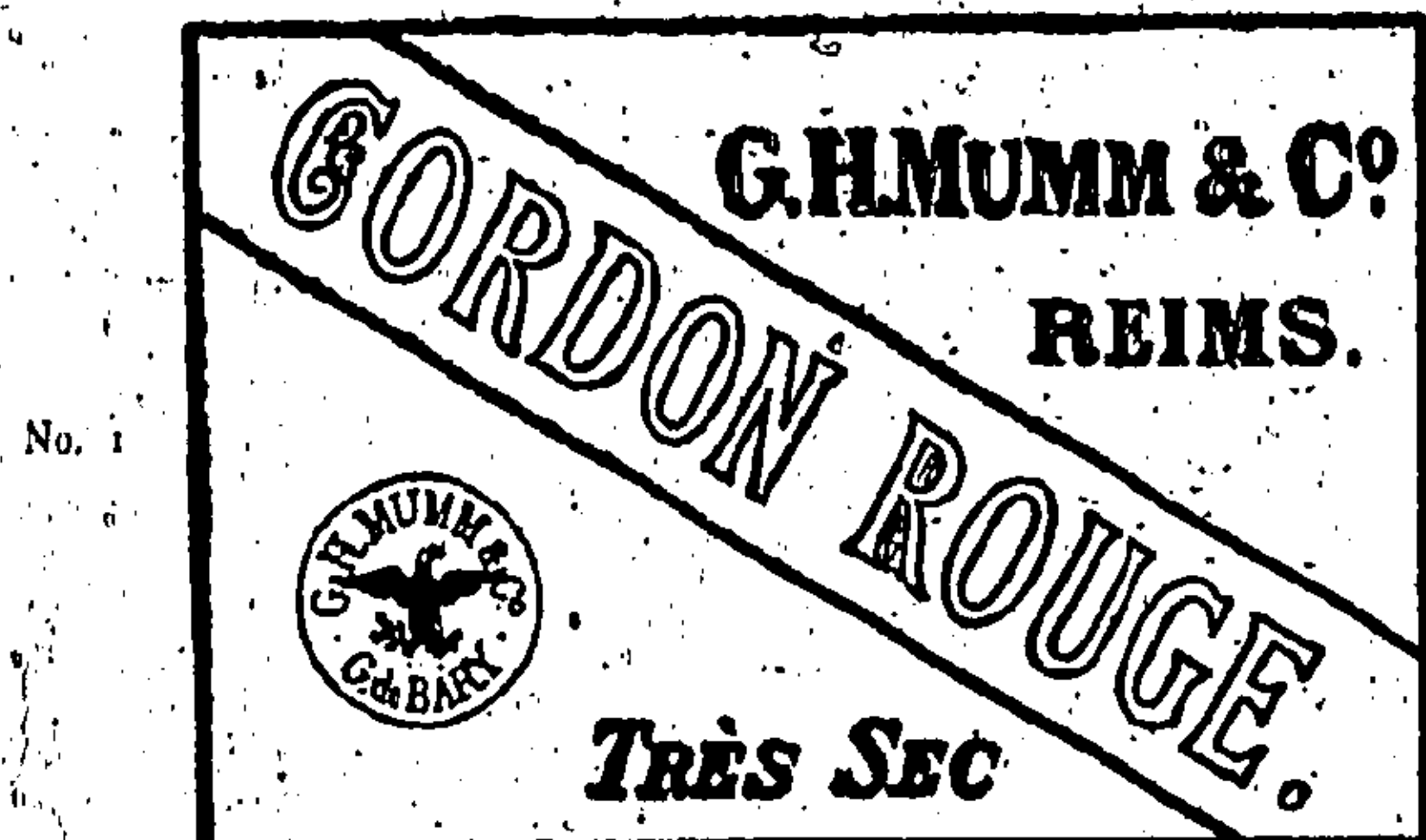
Liebers, Scotts, A. I. and Watkins.

Yokohama, April 28th, 1903.

## THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE is hereby given that G. H. MUMM & CO., carrying on business of Wine Shippers, at Rue Andreux, No. 14, Reims, in the French Republic, have, on the 22nd day of July, 1900, applied for the registration in Hongkong, in the Register of Trade Marks, of the following Trade Marks:—



In the name of G. H. MUMM & CO., who claim to be the proprietors thereof.  
The Trade Mark Nos. 1 has been used by the applicants since the month of November 1883, the Trade Mark Nos. 2 since the month of May 1907 and the Trade Mark Nos. 3 since the month of April 1908, all in respect of the following goods:

CHAMPAGNE WINES and of all other Sparkling Wines and Drinks naturally or artificially sparkling.

Dated the 1st day of September, 1900.

JOHNSON, STORES & MASTER,  
Solicitors for the Applicants,  
8, Des Voeux Road Central,  
Hongkong.

## Dentistry.

**TSIN TING.**  
LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES

Consultation Free.

Hongkong, 29th June, 1904.

**Dr. M. H. CHAN,**

FREE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY.

22, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania U.S.A.

Hongkong, 16th April, 1903.

## THE YARN MARKET.

Messrs. Tata Sons & Co.'s Yarn Market Report dated Shanghai, September 27, contains the following:—

The fortnight has been uneventful so far as the Exchange market is concerned. Silver has fluctuated within a very narrow range, viz., 13 13/16d. with a corresponding variation in local rates. Exchange has been almost a flat market all throughout, there being scarcely any business of moment passing either way. It is to be noted that the rate on India has been 1/4 lower than the equivalent for sterling in consequence of the advances of the latter in India. Rupees have eased off to 174 1/2.

We are told that unfavourable weather prevails in certain cotton-growing districts, which has no doubt helped "Bull" operators to bolster up the price for American cotton. The quotation for "Spot" moved up to 7.11d., an advance of 43 points on the fortnight, and as the crop is supposed to be a failure, inasmuch as it will be insufficient for the trade, the present level of prices is thought to be safe for buying. Latest quotations in Liverpool are 7.25d. for "Spot" and 6.99d. for December-January while those in New York are 13.42 and 13.50 cents for January and March respectively.

Indian Yarn.—The firm feeling advised in our last has been maintained throughout the interval. Business transacted has been on a very satisfactory scale and there has been a further rise of about 1/4 to 1/2 in prices, the credit for which is mainly due to Szechuan and the River Ports. Newchwang too has been in the market and has purchased a decent quantity. Tientsin on the contrary is extremely quiet, and the market there is said to be demoralized. Heavy accumulation of stock is generally blamed for this result, but we think there is something deeper at the bottom. We believe that the threatened boycott movement against Japan has adversely affected the market and dealers naturally prefer to await developments. Favourite chops of Tientsin hence go a-begging at present and are sold to the Szechuanites at current rates 1/4 to 1/2 less than their merit.

Chinese middlemen, too, have done a good turn-over on their own account, and have disposed of their holdings advantageously. They are, however, still reluctant to do any forward transactions and until something definite, one way or the other, is known about the cotton situation we entertain no hope of seeing such kind of business.

Bombay market has ruled strong, and from latest advices we learn that prices have generally advanced by Rs. 5. Rates now quoted are simply prohibitive but even these are hardly remunerative to spinners.

Japanese Yarn.—This market has firmed up considerably and as the stock is now in the hands of strong parties, prices have improved by 1/4 to 1/2, at which sales of about 2,500 bales are reported. As the Osaka market has moved up about Yen 2 to 3, the disparity in price still remains as it was. Present quotations in the Exchange are Yen 129.00, Yen 129.30, and Yen 128.80 for September, October, and November, respectively. Local quotations are:—

Kanagafuchi 160s	at Tls. 110 1/2
Hirano	" 111
Kurashiki	" 109 1/2
Fukushima	" 109 1/2
Sakai	" 104 1/2
Setsu	" 108 1/2
Miyu	" 103
Senshu 20s	" 115 1/2

Local Yarn.—This market continues strong in sympathy with Indian and Japanese spinners and from re-sales an advance of 1/4 to 1/2 is to be observed. Quotations are:—

No. 10s	at Tls. 94.50/96.00
12s	" 97.00/100.00
14s	" 99.50/102.50
16s	" 101.50/107.00

Chinese Cotton.—The market is excited owing to purchases for Japan and covering of the "short" interest. Speculative sellers have been caught napping and have to pay fancy prices for ready cargo. Forward delivery cargo has appreciated only about forty cents per picul. The turn-over aggregates 25,500 piculs as under:—

6,750 piculs Tugchow at Tls. 24.00/24.40 for Oct.-Nov.; 2,500 piculs Hokushu at Tls. 23.40/23.80 for Oct.-Nov. and Tls. 23.80 for ready; 3,000 piculs Taichow at Tls. 23.40/24.00 for Oct.-Nov. and Tls. 26.40 for ready; 7,250 piculs Naizun at Tls. 23.00/24.40 for Sept.-Nov. and Tls. 26.40 for ready; 6,000 piculs Ningpo at Tls. 25.20/25.60 for ready.

## Intimation.

**Benger's Food is mixed with fresh new milk when used, is dainty and delicious, highly nutritive, and most easily digested. Infants thrive on it, and delicate or aged persons enjoy it.**

Benger's Food is sold in this, by all Chemists, etc., everywhere.



## WEATHER-FORECAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

### METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

1. A CONE point upwards indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and DRUM below indicates a Typhoon to the North-East of the Colony.
3. A DRUM indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.
7. A BALL indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal, indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

### URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

### NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

### SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock	Aberdeen
Waglan	Sau Ki Wan
Stanley	Sai Kung
Cape Collinson	Sau Tin Koh
	Tai Po

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the light-houses.

F. G. FROD, Director.

19th July 1897.



## Intimation.

Powell's

Furnishing  
DepartmentFIRST FLOOR.  
ALEXANDRA  
BUILDINGS.WE HAVE JUST  
UNPACKED A  
LARGE  
CONSIGNMENTOF  
DINNER  
WARESAMPLES NOW  
ON SHOW.A PLEASING  
STYLE  
IN  
ALL WHITE.We are prepared to  
sell any quantities to  
suit our Customers, even  
single Pieces.MEAT PLATES.  
SOUP PLATES.  
PUDDING PLATES.  
CHEESE PLATES

OVAL DISHES

5 SIZES.

COVERED VEGE-

TABLE DISHES.

COVERED TWIN VE-

GETABLE DISHES.

SOUP TUREENS.

SAUCE TUREENS.

WITH COVER AND LADLE

SAUCE BOATS.

SALAD BOWLS.

STEAK DISHES.

CHOP DISHES.

POWELL'S  
ALEXANDRA  
BUILDINGS.

and

28, Queen's Road.

Hongkong, 14th September, 1909.

## Intimations.

HONGKONG TECHNICAL INSTITUTE.  
QUEEN'S COLLEGE.EVENING CLASSES in the following  
Subjects will commence on WEDNES-  
DAY, October 6th:-ENGINEERING SECTION:  
Building Construction and Drawing.  
Machine Drawing.  
Steam.  
Mathematics.  
Mechanics.  
Physics.COMMERCE SECTION:  
English.  
French.  
Shorthand (including Typewriting).  
Book-keeping.SCIENCE SECTION:  
Chemistry (Theoretical).  
Physics.  
Sanitation.TEACHERS' CLASS:  
English.Students should attend at the Institute to be  
permitted on MONDAY or TUESDAY next,  
between 6 and 7 P.M.Copies of the Prospectus and Entry Forms  
for intending Students may be obtained on  
application to the Undersigned.Notes and Certificates entered last Session  
will be distributed by the Hon. Mr. Brewin in  
Queen's College Hall on MONDAY, October  
11th, at 4.30 P.M.

E. PALPHS, Director.

Hongkong, 30th September, 1909. [689]

THE

SOUTH CHINA ARTISTIC

BAZAAR.

EXHIBITION HALL

on

FIRST FLOOR OF NO. 25 DES VŒUX ROAD

CENTRAL.

(opposite the P. &amp; O. S. N. Co.'s office.)

OPENED, DAILY:

From 11 A.M. to 5 P.M.

From 7 P.M. to 11 P.M.

Ivory, Silver, China, Paper, Woodens and

Bamboo Ware.

Embroideries, Silk, Oil and Water Colour

Paintings.

Canoes and Perumes.

Screens, Pictures and Photo Frames.

Preserves and Canned Goods.

Writing Inks and Paper, &amp;c.

Hongkong, 25th September, 1909. [675]

JUST LANDED:

The well-known and famous brandy

"Bisquit Dubouche

&amp; Co."

Per Bot.

XXX Very Old Fine ..... \$2.50

V.O.C.B. Guaranteed 20 Years

Old ..... 5.50

ALSO

QUINQUINA?

QUINQUINA?

DUBONNET?

FRENCH STORE,

Sole Agent.

Hongkong, 30th April, 1909. [640]

PEAK TRAMWAYS COMPANY

LIMITED.

TIME TABLE

WEEK DAYS.

7.00 a.m. to 10.00 a.m. ... Every 10 minutes

10.00 a.m. to 11.00 a.m. ... Every 15 minutes

11.00 a.m. to 12.45 p.m. ... Every 15 minutes

12.45 p.m. to 1.15 p.m. ... Every 10 minutes

1.15 p.m. to 1.45 p.m. ... Every 15 minutes

1.45 p.m. to 2.15 p.m. ... Every 10 minutes

2.15 p.m. to 3.00 p.m. ... Every 15 minutes

3.00 p.m. to 3.30 p.m. ... Every 15 minutes

3.30 p.m. to 4.00 p.m. ... Every 10 minutes

NIGHT CARS.

8.45 p.m. and 9 p.m. to 11.15 p.m.

every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes

9.00 a.m. to 9.30 a.m. ... Every 30 minutes

9.30 a.m. to 10.30 a.m. ... Every 15 minutes

10.30 a.m. to 11.00 a.m. ... Every 10 minutes

11.00 a.m. to 12.00 noon ... Every 15 minutes

12.00 noon to 1.00 p.m. ... Every 10 minutes

1.00 p.m. to 5.00 p.m. ... Every 15 minutes

5.00 p.m. to 6.00 p.m. ... Every 15 minutes

6.00 p.m. to 7.00 p.m. ... Every 15 minutes

7.00 p.m. to 8.00 p.m. ... Every 10 minutes

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.15 p.m., 11.30 p.m. and

11.45 p.m.

SPECIAL CARS by Arrangement at the

Company's Office, ALEXANDRA BUILDING,

Des Vœux Road Central.

JOHN D. HUMPHREYS &amp; SON,

General Managers.

Hongkong, 1st April, 1909. [640]

YUEN HING,

No. 4, D'ARQUILLAR STREET.

FACTORY SWATOW KIA LAK.

MANUFACTURE WHOLESALE &amp; RETAIL

DEALERS

in all kinds of hand-made

DRAWN AND EMBROIDERY CHINESE

LINE GRASS CLOTH, PEWTER

WARE, &amp;c.

all of the best quality.

Hongkong, 5th August, 1909. [675]

## Public Company

THE DAIRY FARM CO., LD.

NOTICE TO SHAREHOLDERS

THE THIRTEENTH ORDINARY  
YEARLY MEETING OF SHARE-  
HOLDERS in the above Company will be  
held at the Company's Town Office, 2 Lower  
Albert Road, Hongkong, on TUESDAY, the  
10th October, at 12.30 P.M. for the pur-  
pose of presenting the Report of the Directors  
and Statement of Accounts to the 31st July,  
1909.The TRANSFER BOOKS of the Company  
will be CLOSED from the 11th to the 19th  
October, 1909, both days inclusive.By Order, M. MANUK,  
Acting Secretary.  
Hongkong, 1st October, 1909. [690]

## Intimations.

F. BLACKHEAD &amp; Co.,

SHINOHANDLERS, SAILMAKERS,

COALS AND PROVISION MEX-

CHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION

AGENTS,

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIENS GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT

DAIMLER'S PATENT MOTOR

LAUNCHES,

&amp;c., &amp;c., &amp;c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. &amp; O. SPECIAL LIQUOR BOOTCH

WHISKY, &amp;c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 24th March, 1909. [610]

## OSMAN &amp;

CASUM,

10, D'ARQUILLAR STREET

JUST UNPACKED

Ladies' Fashions and Untripped

LACE, RIBBONS, FLOWERS

&amp; FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a specialty.

TABLE LINENS, SERVIETTES and

HOUSEHOLD LINENS.

Samples on application.

Guest Port Orders carefully

extended.

Hon. Secy, 6th September, 1909.

## D. NOMA,

PROFESSIONAL TATTOOER

AND

THE EXPERT REMOVER OF TATTOO

MARKS.

No. 6, QUEEN'S ROAD, CENTRAL.

PATRONISED by Prince of Wales, then

H. R. H. The Duke of York, and

H. R. H. The Emperor of Russia, and having

4,500 testimonials from all sources.

My 34 years' experience in tattooing is a

guarantee of good work and prompt execution.

My colours are absolutely fast and perfectly

harmless, and produce a charming effect not

attained by any other, as their composition is

only known to me. In tattooing unlike some

species of engraving, care must be taken to

have the work done in a perfect, high toned

manner. In order to take special precaution

against possible dangers, I use fresh materials

daily.

The copying of Portraits with distinct

miniatures a specialty.

Not done before September, 1909.

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the

rates of Subscription to the Hongkong

Telegraph (daily and weekly issues) will be as

follows:-

DAILY—\$36 per annum.

WEEKLY—\$15 per annum.

The rates per quarter and per annum, pro-  
portional. Subscriptions for any period less  
than one month will be charged as for a full  
month.The daily issue is delivered free when the  
address is accessible to messenger. Peak  
subscribers can have their copies delivered  
at their residences without extra charge.  
On copies sent by post an additional \$1.50  
per quarter is charged for postage.The postage on the weekly issue to any part  
of the world is 50 cents per quarter.  
Single Copies, Daily, ten cents. Weekly,  
twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)

There will be no rebate to Missionary  
Subscribers as heretofore.

By Order,

THE MANAGER,

Hongkong Telegraph Co., LD.

Hongkong, 2nd December, 1908. [690]

## FOURTY YEARS OF JAPAN'S

FOREIGN TRADE.

A REVIEW OF ITS DEVELOPMENT.

SOME INTERESTING STATISTICS.

The *Yokohama* publishes a review of Japan's  
foreign trade during the last forty years. In the  
first years of Meiji—the total foreign trade  
amounted only to 26 million yen, comprising  
15 millions of exports and 11 millions of im-  
ports, but in 1908 it had grown to 814 millions,  
comprising 378 millions of exports and 436  
millions of imports. In other words, exports  
recorded an advance of 24-fold and imports of  
40-fold, while the total trade was multiplied 31-  
fold during the period. It will be noted as a  
remarkable fact that Japan's foreign trade has  
been making a regular advance every year  
during the forty years' interval. This may be  
largely ascribed to the fact that prior to the  
Russo-Japanese war the foreign trade of the  
country was not much affected by the condi-  
tions of foreign markets. Since the late war,  
however, a change has come over the situation  
and Japan's trade has now begun to be suscep-  
tibly affected by the affairs of the world, such as  
the American financial panic, the fall of silver, and  
the like. Consequently it is doubtful whether  
the country's trade will show such a systematic  
progress in the future as in the past.Remarkable as has been the develop-  
ment of Japan's trade in the past, con-  
tinues the journal, it is still far below that  
of the leading countries of the world. In this  
respect Japan's position in the world is  
14th, while in the *per capita* amount of  
foreign trade she stands 24th. Until the pre-  
sent amount of trade is increased tenfold Japan  
will not be brought to the level with the first-  
class countries as far as her trade is concerned.In the early years of Meiji, England, China,  
France, America, Italy, and Germany were the  
only countries with which Japan traded, but in  
1908 the number has increased to no fewer than  
34. In 1873 England was the largest buyer of  
Japanese goods, with ¥5,600,000, China,  
America, France, Italy, and Germany fol-  
lowing in the order named. In 1908 the im-  
porters of Japanese goods, arranged  
according to the amount purchased, were as  
follows:—America, China, France, Korea,  
England, Hongkong, the leased territory, British  
India, Italy, Germany, the Straits Settle-  
ments, and Australia. Exports to America in  
1908 amounted to nearly 122 million yen.Turning to imports England headed the list  
in 1873, with 12 million yen, China, France,  
America, and Germany following in the order  
named. In 1908, however, the order was Eng-  
land, America, China, British India, Germany,  
Dutch India, Korea, the leased territory, French  
Indo-China, Belgium, France, and Egypt. Dur-  
ing the last 35 years England's imports to  
Japan have increased nine-fold and there are  
eight countries which import to Japan more  
than 10 million yen yearly. France's increase  
during the interval was only two-fold, whereas  
that of America was 77-fold, Germany 23-fold,  
and British India 205-fold. The importation  
of raw cotton is responsible for the tremendous  
increase in respect to the last-named country.  
The comparatively slow progress of imports  
from England may be due to the competition of  
America and Germany. A noteworthy feature  
in the import trade of the country is the gradu-  
al decrease in the import of manufactured  
goods and a remarkable increase in the import  
of raw materials. This should be regarded as  
a satisfactory sign, remarks the journal, show-  
ing as it does the development of domestic  
industries.Next it would be interesting to study the  
classes of goods imported and exported.  
About 1877, rice and other cereals were con-  
sidered important commodities of export, their  
sale abroad annually amounting to several  
million yen. The position has now been re-  
versed, and at present Japan imports a large  
amount of cereals every year. It is evident  
that the domestic food supply is inadequate to  
satisfy all the domestic requirements, and  
Japan is becoming more and more dependent  
on foreign countries for her food supply. In the  
early years of Japanese foreign trade a large  
variety of articles grouped under the general  
term of curios were among the principal staples  
of export, but the export of this class of goods  
has not made much headway. The export of  
lacquer ware, for instance, has almost remain-  
ed stationary during the last twenty years. The ex-  
port of marine delicacies and other provisions, on  
the other hand, has shown an extraordinary ad-  
vance. The sales of raw silk, and silk and cotton  
piece goods have been steadily increasing, the  
export of the first named for 1908 amounting to  
117 million yen in value. The principal staples  
of export in 1908, arranged according to the  
amount exported were raw silk, silk piece goods,  
cotton piece goods, copper, coal, tea, matches,  
porcelains, hosiery, manila, cambric, ships,  
and straw braid. Among these the match trade  
has shown a very marked advance for the last  
ten years, and its future is regarded with pes-  
simism in some quarters. At first Japan's ex-  
ports were confined to articles for which no  
foreign competition existed but at present a  
majority of her exports consist of goods which  
have to meet foreign competition.Among imports iron goods and drugs and  
chemicals have made the most noticeable  
progress, the figures of the latter for 1908  
amounting to over 18 million yen. The import  
of tin-plate and sheet glass, which were among  
the principal goods of import in former years,  
have not made any advance worthy of note.  
The most remarkable advance in import is  
that of fertiliser in recent years, the amount  
for last year reaching 423 million yen. At pre-  
sent the most important articles imported are  
raw cotton, iron and steel, rice, bean cake,  
sugar, wool, beans, hosiery, flour, woollen cloth,  
drugs and chemicals. Taking all in all, con-  
tinues the journal, Japan's foreign trade  
has up to now shown an advance almost  
unparalleled in the world under a tariff  
system which may practically be considered  
as free trade. [For thirty years of the forty  
under review Japan enjoyed what was prac-  
tically free trade. Since 1899, however, the  
duties have progressively increased.] This  
clearly shows Japan's great trading possibilities,  
and the future of a brilliant promise unless it  
is spoiled by harmful interference. In the light  
of such a transparent object lesson, it would  
be a mistake for the Government to resort to a  
Protective policy, which would have no other  
result than to enrich a few favoured people at  
the expense of the rest of the country.—*Japan*  
*Chronicle.*

## Auction.

PUBLIC AUCTION.

THE Undersigned will sell by PUBLIC

AUCTION, on

THURSDAY,

the 7th October, 1909, at 2.30 P.M., at his Sales

Rooms, Duddell Street,

A QUANTITY OF

HIGH CLASS IRISH GOODS,

Comprising:-

TABLE LINENS, SERVIETTES,

HOUSEHOLD LINENS, HUCKABACK

TOWELS, TURKISH TOWELS, BATH

SHEETS, BROWN LINEN TOWELS,

LADIES' WHITE LAWN UNDERSKIRTS,

WALKING SKIRTS, COMBINATIONS,

ROBES, FLANNELLETTES, NIGHT

DRESSES, DRESSING GOWNS, LA-

DIES' DRESS LENGTHS;

ALSO

An Assortment of SUIT LENGTHS,

LACE CURTAINS and WITNEY BLAN-

KETS, &amp;c., &amp;c.

(All New Goods).

Catalogues will be issued.

On View on Wednesday the 6th October.

TERMS:—As usual.

G. P. LAMBERT,

Auctioneer.

Hongkong, 30th September, 1909. [688]

## To Let.

TO LET.

IN No. 6, DES VŒUX ROAD CENTRAL,

Offices and Godown.

IN No. 5, QUEEN'S ROAD CENTRAL,

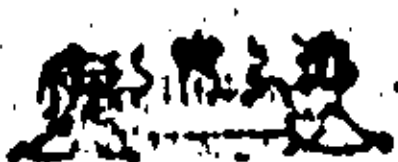
Victoria Building, Rooms suitable for Offices.

ROOMS in College Chambers, No. 31,

WYNDHAM STREET



## Intimation.



A. S. WATSON &amp; CO.,

LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER  
MANUFACTURERS.

## SPECIALITIES:

DRY GINGER ALE.

LIME FRUIT CHAM.

PAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

PALATABLE

AND

REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water  
make excellent refreshing beverages.Guaranteed to be made from the  
pure juice of sound ripe fruit.

A. S. WATSON &amp; CO.,

LIMITED,

HONGKONG and KOWLOON.

Hongkong, 25th July, 1909.

## NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

**SUBSCRIPTION RATES (IN ADVANCE)**

**DAILY**—\$80 per annum.

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The rates per quarter and per month, proportionate.

Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Post subscriptions can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 50 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

## BIRTH.

On September 28, 1909, at Shanghai, to Mr. and Mrs. Jas. Scotson, a daughter.

## DEATH.

On September 27, 1909, at Chikiang, of dysentery, Dr. Lucy H. Hoag, of the Methodist Episcopal Mission.

The Hongkong Telegraph

HONGKONG, MONDAY, OCTOBER 4, 1909.

HELPING TO SOLVE CHINA'S  
PROBLEMS.

When the new American Minister to China, Mr. Crane, was expressing his views on the Kingdom with which he is believed to be well acquainted, he harped on the hackneyed theme that China had great problems to solve, a remark which might apply equally to the Philippines or Ecuador as to China. He added that she was perfectly capable of solving these problems if she was

kept free from menace. It is not exactly clear what Mr. Crane means when he speaks of "menace" because the fact of the matter is that China has been kept free from menace by her ability to play off the Powers one against another. Had it not been for that diplomatic skill it is possible that the question of the partition of the Middle Kingdom might have been settled long ago. If any menaces have been forthcoming they have been made on the part of others than the present representatives of the great Powers at Peking, and indeed it is a curious way for a novice in the diplomatic service to enter upon his duties with the assumption that menaces are the stock in trade of other countries. America being the only power which stands serenely aloof when self-interest is concerned, it reminds one of Codlin and Short. As a contemporary very pertinently observes: "One cannot forget the late incident of the loan for the Canton-Hankow Railway, nor disguise the fact that when America did come in, it was on a direct personal representation of the President, at the instigation of American bankers, who felt that they had been left out of a good thing. The plain fact is that China has never had a chance of solving her great problems alone. In developing the country by railways, she has been bound to have recourse to other nations for the money, and stipulations have been made before the loan has been made, which have bound her for ever afterwards. One section has to be under the control of one nation, another under the control of another nation. Material of a certain kind has to be purchased in one market. The lines have to run to suit the 'concessions' of various nationalities. The foundation of the whole matter, of course, is that China is a debt-slave to her creditors. They have dictated the constitution of her Customs, and the destination of her revenue to a considerable extent. They have fixed the amount of the Customs on goods that are to be imported into China, and no alteration can be made without the consent of the Powers. They have sought for themselves privileges that will enable them to defeat, commercially, their rivals, and when plans have failed, they have sought to have them supported by their respective Governments. From a commercial point of view that may be all right, but it is ridiculous to talk in one breath about China being free to solve her great problems, and in the next breath to say we will insist on certain conditions being observed, even in the internal development of the country itself. This is the opinion of the *Singapore Free Press* which is far enough away from China to take a perspective view of the question, and yet sufficiently interested to attend the doings of the Powers in China with interest not untinted by personal considerations. Our contemporary adds that the position is becoming less tolerable than ever, because the people of China are awaking to the fact that their country—their Empire, rather, because China is no more a country than India—is might be entirely self-contained. It has natural wealth in mines and agricultural lands; its people are industrious and numerous; its communications have been sufficient for thousands of years, and as regards the water ways could hardly be improved on. The knowledge and education necessary to utilise these great natural advantages, better government, and official incorruptibility are the qualities needed most of all for China. These, however, are not the things that the most clamant of the Powers desire to give them at all. They seek to impart knowledge, truly, but only as a means to religious conversion, or to increase the standard of living, so that the new Chinaman shall be a better customer for their manufactures, or be able to sell them things cheaper. Better government is needed, not for the benefit of China, but to give security for foreign subjects and for foreign money. These are hard sayings but it is difficult to refute them and it is because the Chinese are coming to recognise that they must retain a portion of their power to themselves that we are all becoming the bosom friends of the Middle Kingdom. Why is it that America is sending on a purely business man to represent her interest instead of one who has been trained in the higher arts like such men as Mr. Whitelaw Reid and his predecessors who have been appointed to the Court of St. James? It is simply because America wants a commercial agent at Peking, a "drummer" in fact to represent not the great Republic so much as the great financiers. There is a wonderful article in a New York paper, we are told which begins "Add an inch to every shirt tail in China and our Southern States could export 25 million more hales of cotton to the Orient every year." "Teach China the use of telephones, and by 1930 she will have 400,000, which will mean an expenditure of us of a thousand million dollars." We do not propose to enter into the vexed questions as to whether the Chinese would be better off for having long-tailed shirts, or telephones, but at all events to look upon the Chinese merely as milch cows, is to put one's self outside the pale of those who wish well to the Chinese Empire and to Chinamen. In conclusion we believe with our contemporary—and many Americans will

hold the same view, that: "To talk about being determined to get a share in what is going will not help to clear away the difficulties and is not compatible with the dignity of the representative of a great nation that claims to be China's friend."

## LOCAL AND GENERAL.

THE report that a coalition Cabinet for Korea is about to be organized is denied.

SIR Claude Macdonald, G. C. M. G., British Ambassador to Japan, has returned to Tokio.

A FERRY-BOAT carrying sixty soldiers has been capsized at Akita city. Eleven of the party are missing.

A SIXTEEN-YEAR-OLD lad was given twelve strokes of the birch in the Police Court to-day for the larceny of a jacket.

FOR stealing a wooden tub, a Chinaman was at the Magistracy to-day awarded three weeks' hard labour and six hours' stocks.

TELEGRAMS from America allege that the United States Government is preparing to protest to Japan against the Manchurian convention.

At a meeting of the Board of Directors of the North China Insurance Co., Ltd., held on the 27th ultimo a final dividend for the year 1908 of 7½ per cent on the paid-up capital, at exchange 25.3 15/16, and a bonus of 15 per cent to contributors, was recommended.

A NUMBER of gentry and people at Canton have combined in sending a telegram to the Peking Government which impeaches that Ministry for subservience to foreign influence to the detriment of Chinese prestige, and prays that it may be punished for misconduct.

THE Civil Administration of Mukden has issued a notification warning the public that persons attending meetings or issuing manifestoes with the purpose of instigating a boycott of the Japanese will be made liable to heavy penalties.

It is stated that as a result of the recent examination by the Ministry of War of the rifles made in the provinces, it has been decided that the best are those made in the Kiangnan Arsenal. Those manufactured in Kwangtung and Hupeh come next in order of merit.

A CHINESE dispatch says that the Prince Regent has consulted the Grand Council with reference to the suggestion of Commissioner Li Chia-chu that the eunuch service in the Palace be abolished and that maids of honour be appointed instead. The Regent approves of many features in the Commissioner's scheme and will refer the matter to the decision of the Empress Dowager.

It is reported that the Doyce of the Diplomatic Body in Peking has addressed a dispatch to the Waiwupu, stating that before the coming funeral of the late Empress Grand Dowager, on November 9, the Foreign Ministers intend to pour out libations before her remains in her Majesty's honour, and asking the Ministry to obtain the necessary permission from the Throne.

THIRTY thousand pesos worth of opium is being shipped to the United States and will leave Manila on the British freighter *Glenlyon* which sails to-morrow for New York, reports the *Manila Times* of 29th ult. The opium is that which has been seized by the Customs authorities during the past few months. It is being forwarded by the Interiorland Express Company to Wells Fargo and Company, New York, consigned to Paul S. Carter, the purchasing agent for the Philippine government in the United States. It will be exchanged by him for medicines for the Bureau of Health here, which will be forwarded immediately to the director of that bureau.

WE have received a copy of the first number of *The Leading Light*, which has for its sub-headline "China Coast Shipping Gazette." As may be gathered from the title it is devoted to news connected with shipping, and of interest to the shipping community, and certainly it should appeal to that very large class of readers who have their habitat on the China coast. The publication which hails from Shanghai should have an excellent future in front of it. It is printed on fine paper and in good type at the office of the *North China Daily News*. The subscription is \$9 per annum which includes postage to any port and the cost of binding the numbers into half-yearly volumes, but whether it is to be a monthly or a weekly we have no means of knowing.

## INTERPORT CRICKET.

SHANGHAI SELECTION COMMITTEE.

Capt. E. I. M. Barrett and Messrs. L. Walker, G. M. Billings, D. R. McKee and V. H. Lanning have been elected to act as the Selection Committee for the Interport cricket matches to take place in Hongkong in November. It was originally decided that the Shanghai team would leave for Hongkong on November 4, but it is probable that there will be an alteration in the date of their departure.

## Last Night's Gale.

## WEATHER BOUND EXCURSIONISTS.

THE "HONGKONG" AT MALOCHOW.

The popularity of the week-end excursion to Macao was considerably enhanced yesterday when it was announced that the queen of the river fleet was doing the journey to Macao. Accordingly, quite two hundred European passengers including many ladies stocked on board the Macao-bound steamer before the hour of departure notwithstanding that the red typhoon signal had been hoisted indicating bad weather in the vicinity of Hongkong.

At 9 a.m. sharp the *Hongkong* cast off her moorings and was soon out in the stream ploughing her way to Macao. Capt. Thomas chose the inner passage and gave his patrons a delightful ride of a little over three hours, landing them at Macao soon after 12.15 p.m. The passengers disembarked at Macao in less than no time. Some made a bee-line to the fantail saloons; others rode to the Macao Hotel; and not a few wended their way to the residences of friends whom it was their purpose to visit.

In the course of the day the yard-arm of the flagstaff on the Guia heights ran up the typhoon signal and it was rumored that the Hongkong office had advised the skipper of the *Hongkong* by telegram to disembark his passengers upon arrival at Hongkong and then, at once, make for shelter. Whether the report was correct or not, was of little consequence, but anyway long before the scheduled hour of departure for Hongkong a good few of the excursionists had suggested themselves on board contemplating a quick passage to Hongkong which they hoped to reach before midnight. Towards 7 p.m. the returning voyagers began to arrive in knots of 5's and 6's, but the report of impending bad weather scared off the more timid ones, many of whom left the ship to return ashore.

Promptly at seven o'clock the *Hongkong* cast off, and most of those on board felt assured that they were starting back to Hongkong. A steady-falling barometer, however, and the squally nature of the winds brooded ill and, experienced skipper that he is, Capt. Thomas was not going to accept any risks with his charge and the human freight on board. A course was, therefore, shaped for shelter at Malochow, and thither the vessel proceeded and anchored for the night. Two anchors—one forward and another astern—were let go and all was made ready for the vessel to ride the storm in perfect safety if, perchance, one should overtake her in the evening. At 8.35 p.m. the *Hongkong* was safely at anchor.

As on all such occasions there will always be found those who are ever willing to growl and claim to know what a ship captain ought to do and what he should not. There was a subdued suggestion to approach the captain to pursue the journey; but the middlemen of the world—be wise as we would hushed when he was gently but firmly told that he would receive scant courtesy if he had the impudence to lay down the law on board a steamer.

The rest of the evening was given up to making the best of an unforeseen situation. Those who have had a previous experience of the predicament saw to being provided with a comfortable meal and refreshments till the morning. Others who little thought of the limited stock of the ship's commissariat trusted to luck and had to pay the penalty of their own improvidence. By 11 p.m. the bar was depleted of its entire stock and a clamouring, thirsty crowd had to be unceremoniously told that "no drinks could be had for love or money." Not even Adam's ale was available on board—and this was surely an exaggeration—and the short supply that was left had to be zealously husbanded for the maternal coffee this morning. One disappointed excursionist wanted to know if it was because of the liquor import duty that the price of coffee had also gone up, since he had to pay forty cents for a single cup. This is, however, by the way. All are unanimous in their praise of the ship's company's urbanity and ready willingness to please when all, without distinction, had to make the best of a slight contretemps.

After the witching hour of midnight the greater majority of the excursionists began seeking repose in the arms of Morpheus and in the absence of a sufficiency of banks and settees for the big crowd on board the deck offered just an alluring invitation to the wearied ones and long before the hour of dawn when the ship's anchors were weighed for the return journey the holiday-makers were sleeping the sleep of the just. At five o'clock this morning the *Hongkong* was steaming back for Hongkong and was made fast to the wharf at this end before 9 a.m. If slightly inconvenient, the experience of the excursionists was, nevertheless, a novel one.

In the course of the forenoon to-day the following *Express* was issued from the office of the Hongkong, Canton and Macao Steamboat Co.:

## "HONGKONG-MACAO LINE."

"Owing to the inclement weather there will be no afternoon steamer to or from Macao to-day."

## VESSELS IN SHELTER.

All the river steamers yesterday postponed their departure for Canton until this afternoon. Quite a number sought shelter behind Stonecutter's and Lai-chi-kok Bay, while at Kowloon Bay no less than a dozen coasting steamers were at anchor in readiness to meet the storm which, happily, gave Hongkong a wide berth on this occasion.

## HARBOUR DESERTED.

This harbour was practically deserted by shipping yesterday afternoon. With the exception of the warships in port and a few steam launches, no other sign of Hongkong's tremendous shipping was visible on account of the threatening typhoon. All the sampans had cleared for shelter, but a few merchantmen were seen riding at anchor.

## HARMSTON'S CIRCUS.

GREAT DOINGS AT KENNEDY TOWN.

It was no idle dream to suggest that Harmston's Circus would be packed on Saturday the opening night, for the truth of the matter is that standing room was at a premium. Perhaps the selection of the Kennedy Town site may have had something to do with it, but certain it is that half Chinatown was there, while the other half is probably just waiting its turn. The number of Europeans who travelled from the Post Office was also remarkable, and the Tramway Company can have nothing but the friendliest of feelings towards the Circus. Car after car was crammed with Europeans and Chinese, and we are still wondering how the crowds who had gathered at the stations en route managed to find their way to the Circus. If they came by tramcar, they must have waited with the patience of Job for a semi-filled car, or crawled on to the roof when the conductor was busy.

All these minor incidents only gave added zest to the evening's entertainment. At the Circus itself there was already a goodly audience an hour before the show began. Of course, the elephant had to be fed and the kangaroo given lessons in boxing. The most disgruntled-looking member of the family was the emu, which resolutely turned its back on the spectators and pretended to sleep. As for the polar bears it was quite evident that they had something weighing on their minds but they refused to be interviewed concerning the merits of Cook and Peary. With regard to the menagerie as a whole, we cannot but wonder how it is that some people are never happy unless they are teasing, prodding and tormenting the animals. The elephant, a young beast, was the subject of all sorts of foolish jests. While two or three men—not children, in years at least—would be attempting to sit on the animal's back, another lot would be offering it dainties which were immediately withdrawn when the elephant extended its trunk. Some people may think that funny; in our opinion it is simply the height of childishness in grown men. And why it should be thought humorous to poke the bears or irritate the monkeys we fail to understand. However, little pleases little minds.

Regarding the circus itself, it is probably the best combination seen in Hongkong for years past. There is not a dull act in the programme, not a yaw in the three hours' show. The wide variety of the "turns" keeps the interest of the spectators at top notch all the time. Even the clowns are comical, an amusing thing in these days, while there are such stirring events to make the blood run hot and cold as "lopping the loop," a tiger act when eight full-grown beauties become kittens for the nonce, and other items no less absorbing in their attractiveness. One of the best "turns" is that given by Novella, who calls herself the "mirrored mimic." Novella can imitate any sound that the ear has ever heard. His violin solo is only discovered to be a vocal imitation when he is seen to be playing on the bare boards of a fiddle. At his farm-yard family one could smell the hay growing and see the bubbly jocks at play. Novella will be heard of in wider surroundings yet unless we are much mistaken. This trick cyclist, the two Sidneys, seem to have been born on wheels. They can make a bicycle do everything but talk. And it does not much matter how they sit on a machine; in fact they seem to find it most congenial to work it upside down and keep it moving by a system of somersaults. It is undoubtedly a capital act, and there is every probability that the majority of Chinese youths who saw the performance will be threatening to break their necks in an attempt to emulate the feats of the Sydneys. Another of the new features is that given by "the original Serinus" with a revolving Mexican ladder. It is difficult to describe the characteristics of the scene, but the fact that it secured the hearty encomiums of the audience bears testimony to the interest it evoked. There is no need to say anything about the abilities of Jennie and Willie Harmston-Love, who grow bigger and older and cleverer every day. The Brothers Kavanagh give a wonderful exhibition of jugglery and what they cannot do with their hands is not worth mentioning. Miss Jessie Bower is a pretty and attractive dancer, and the Zemanovs give what is well named an eccentric musical act.

From the foregoing, some idea may be gained of what visitors saw at the Circus on Saturday night. What old acquaintances of Harmston's also saw was a ring of well known cheerful faces, all of whom were bent on making patrons comfortable and happy. The Colonel was there as large as life, with his aides-de-camp as active as bees and as light-hearted as spring-cushions. The fact is that Harmston's is becoming an institution in Hongkong which is likely to flourish for years to come. We can only say that those who do not visit Harmston's on this occasion will miss a good thing. And if they are so jaundiced themselves, let them not tell the child on about the wonders of Harmston's otherwise there will not be another moment's peace at home until they have been taken to a matinee. Harmston's somehow appeals to old and young alike and on Saturday night there were to be seen men of the world, dry-as-dust and crochety creatures, just as interested in the show as the most unsophisticated little Chinese girl.

The performance given last night proved another success. The first matinee takes place on Wednesday next, when children will be charged half rates, the performance beginning at 4 sharp.

A word should be said for the admirable tramway service which was arranged by Mr. Scott Kennedy, the general manager and his assistants. The service was superintended by the traffic manager, Mr. Courso, whose duties must have lasted long after the witching hour of midnight. There was not a hitch in the running of the cars and not a word of complaint.

A MEETING of No. 1 Company of the Hongkong Volunteer Corps is to be held at the Volunteer Headquarters at 6.30 p.m. on Wednesday.

## THE OPIUM FARM.

MEETING OF THE EXECUTIVE COUNCIL.

At the Council Chamber this afternoon, the tenders for the new Opium Farm received consideration by the Members of the Executive Council who held a prolonged meeting. We hope to be able to announce the award as soon as it is available for publication.

## VICTORIA RECREATION CLUB.

100 YARDS CLUB CHAMPIONSHIP.

The V.R.C. enclosure was well packed with spectators to witness the above interesting event on Saturday afternoon. All expected Humphreys to do the distance in record time, but this he failed to do as the water was too rough. The water polo match and Team Race had to be cancelled owing to the indistinct position of most of the competitors.

The starters for the 100 Yards were as follows:—C. Humphreys, A. A. Claxton, P. M. Remedios, C. J. Cooke and H. C. Sayer.

All the competitors got off well at the start. Humphreys had a slight lead from the others in the first length; and in the second length Claxton and Remedios almost pulled up level to him, with Cooke and Sayer in fourth place. In the final length Humphreys put up a grand sprint and finished a few lengths ahead of the second man in 58 4/5 seconds. Some expected Remedios to get second place, as he was keeping level with Claxton, and going hard at it, but at the final sprint Claxton got in second with half a yard to spare Remedios third, with Cooke fourth and Sayer fifth.

Humphreys' time being 3 1/5 seconds slower than the Interport time.

This is the second year in succession that Cecil Humphreys has won the Challenge Cup presented by Mr. Donabjee for three years. The first prize for this race was presented by the Shanghai Interporters and A. A. Claxton secured the prize presented by the Club.

## QUARANTINE RESTRICTIONS.

OFFICIAL CORRESPONDENCE.

The following correspondence has passed between the Hongkong Chamber of Commerce and the Government on the subject of quarantine restrictions against Hongkong:—

Hongkong Chamber of Commerce,  
20th August, 1909.

Sir,—I have the honour to point out that the returns of communicable diseases for the three weeks ended July 31st, August 7th, and August 14th the cases of bubonic plague were, respectively, 2, 5, and nil.

My committee trust that some steps may be taken by His Excellency the Governor towards securing the removal of the vexatious quarantine measures by ports notified under Notification No. 502 of the Government Gazette of the 15th instant.—I am, &c.,

(Sgd.) E. A. M. WILKINSON, Secretary.

Hon. Mr. A. M. THOMSON,  
Colonial Secretary.

Reply from Government:—

Colonial Secretary's Office,  
24th August, 1909.

Sir,—In reply to your letter of 20th instant, I am directed to inform you that His Excellency proposes to await the issue of clean bills of health before making representations to the various ports imposing quarantine restrictions against Hongkong. The last case of plague occurred on 18th instant and the date of issue, unless any further case is reported in the meantime, will therefore be Saturday next.—I am, &c.,

(Sgd.) A. M. THOMSON,  
Colonial Secretary.

The Secretary, Hongkong General Chamber of Commerce.

## THE SAIKONG MURDER.

PRISONER COMMITTED FOR TRIAL.

Further evidence was taken at the Magistracy this afternoon in the case in which a Chinaman is charged with (1) wilful murder, and (2) stabbing with intent to murder. It may be remembered that some time ago, a dispute arose between the alleged murderer's wife and two other women with regard to some property, which the former claimed belonged to her. As a result of the dispute, the woman approached her husband and laid the matter before him. The latter, who appears to have the misfortune of possessing an ill-temper, proceeded to the home of the aggressive parties and an altercation is said to have ensued, when the man is alleged to have savagely attacked one of the women. The knife which the infuriated man used was somewhat similar to a butcher's weapon the blade of which is said to have been as it entered an artery, causing the woman to bleed to death. Another woman who tried to interpose was fiercely attacked with the same weapon but fortunately escaped with slight injuries.

Prisoner was committed for trial.

## VIENNA OMBE.

APPLICATION FOR ADJUNCT LICENCE GRANTED.

A meeting of Justices of the Peace was held at the Magistracy this afternoon to consider an application from Julius Philipp Sommer for an adjunct licence to sell by retail intoxicating liquors on premises No. 34, Queen's Road Central. Mr. F. A. Harland presided. There were also present the Captain Superintendent of Police, Messrs. R. H. A. Craig, G. H. Wakeman, C. A. D. Melbourne, F. E. J. Woodhouse, H. N. Fleming, J. R. Wood, A. H. Ough, Dr. W. Moore, G. A. Woodcock and C. B. Gubbay.

The application was unanimously granted.



## Telegrams.

## "HONGKONG TELEGRAPH" SERVICE.

## NAVAL REORGANISATION.

## PRINCE SHUN'S TOUR.

(By courtesy of the "Sheung Po.")

Peking, 3rd October.  
Prince Shun Pui-lap will leave Peking on the 12th inst. for Europe and will return by the end of the Chinese year about February next.

## SOUTH SEA ISLAND.

## ESTABLISHMENT OF CHINESE CONSULATE.

(By courtesy of the "Sheung Po.")

Peking, 3rd October.  
Lum Yuen-kwan will be the first Chinese Consul to be appointed to the German colonial possessions in the South Seas.

## CHANG-CHUN.

## APPOINTMENT OF RUSSIAN CONSUL.

(By courtesy of the "Sheung Po.")

Peking, 3rd October.  
The Russian Minister has notified the Waiwupu the name of the Russian official who will be appointed to the Russian Consulate at Chang-chun.

## ANTI-JAPANESE BOYCOTT.

## VICEROY SIK LIANG HELD RESPONSIBLE.

(By courtesy of the "Sheung Po.")

Peking, 3rd October.  
The people in the Three Eastern Provinces have instituted a boycott against Japanese goods.

H.E. Sik Liang, Viceroy of the Three Eastern Provinces, has been held responsible by the Japanese. The Viceroy has telegraphed to the Grand Council for instructions for smoothing over the existing difficulty.

## NAVAL COLLEGES.

## PROPOSED ESTABLISHMENT.

(By courtesy of the "Sheung Po.")

Peking, 3rd October.  
Prince Shun and Admiral Fah have memorialized the Throne for sanction to establish naval colleges at Chefoo, Nanking, Foochow and Canton.

## TYPHOON WARNING.

The telegrams quoted below have been received at the American Consulate General from the Manila Observatory:

October 3rd, 1.45 p.m.  
October 3rd, Cyclone or typhoon W. of Basil Channel, moving W.N.W.

October 4th, 10.55 a.m.  
October 4th, 9.30 a.m. Cyclone or typhoon N.E. of Luzon, direction unknown.

1 p.m.  
11.30 a.m. Cyclone or typhoon over N. China Sea moving W.

Cyclone or typhoon E. of Aparri more than 300 miles distant, direction unknown.

## A CARELESS COXSAIN.

## INQUIRY AT THE MARINE COURT.

In the Marine Court, this morning, before Mr. C. W. Beckwith, R.M., Acting Harbour Master, Mr. E. Osborne, Secretary of the Star Ferry Company, Limited, proceeded against the master of the steam-launch *Sin Tai Koo* for failing to observe the rules of the road on the 1st inst.

Mr. Osborne stated that shortly after 9 a.m. on the 1st inst. the *Southern Star* left the Hongkong Ferry Wharf for Kowloon, when the *Sin Tai Koo* was coming from the west, and as the two boats neared to about 100 yards of each other, the *Sin Tai Koo* altered her course to port and both boats closed. The *Southern Star* altered her course to starboard and blew one blast to avoid collision. The *Sin Tai Koo* went full speed ahead and it was noticed by witness that a small boy was steering. The launches got within twenty yards of each other owing to the careless navigation on the part of the coxswain of the *Sin Tai Koo*.

The coxswain of the *Sin Tai Koo* also gave evidence.

The Court held the coxswain of the *Sin Tai Koo* to blame for incurring the risk of collision with the *Southern Star* by not altering his course to starboard in sufficient time, and by trying to pass ahead of the ferry, and imposed a fine of \$5 and further ordered the coxswain's examination before the return of his certificate.

The coxswain later in the day passed his examination.

## STEAM-WHISTLE REGULATIONS.

## REVISION. URGED BY THE CHAMBER OF COMMERCE.

The following correspondence was considered at the monthly meeting of the General Committee of the Hongkong Chamber of Commerce held on the 23rd ult.:

Des Vaux Road, Hongkong, 11th August, 1900.  
Dear Sir,—We beg to acknowledge receipt of your letter of the 7th inst.

We have always understood from captains of ships, and generally, that the whistling regulations as originally framed worked quite satisfactorily. They are as follows:—

"9. No steamship when at anchor near or lying off the wharf, or when moored to or waiting at any wharf or landing place, shall use the steam whistle, nor shall such steamship, when under weigh, use the steam whistle, except for the purpose of giving necessary notice of her approach towards any other vessel."

"10. No steamship when entering or leaving the harbour, or when at anchor therein, shall use her steam whistle, except for the purpose of navigation or to avoid collision. The use of such steam whistle for any other purpose is hereby prohibited."

"They will be found in Table "M" of the schedule to the Ordinance as it was originally enacted."

We would recommend that the shipping members of your committee make inquiries of their captains as to whether the regulations as quoted above are not satisfactory, or whether they would suggest any amendments.

It will probably be clear to your committee that it is the views of the captains themselves which are really important on a point like this.—We have &c.

(Sgd.), DEACON, LOOKER & DEACON.  
E. A. M. WILLIAMS, Esq.,  
Secretary, Hongkong General Chamber of Commerce.

The following acknowledgment was sent to Messrs. Deacon, Looker & Deacon:—  
Hongkong Chamber of Commerce,  
12th August, 1900.

Dear Sirs,—I beg to acknowledge receipt of your reply of 11th August, 1900, to my letter of the 7th inst. on the subject of the blowing of steam whistles in the harbour and to state that the contents thereof have been brought to the attention of my committee.—I am, &c.,  
(Sgd.), E. A. M. WILLIAMS,  
Secretary.

Messrs. Deacon, Looker & Deacon.

The following letter was addressed to the Government:—  
Hongkong Chamber of Commerce,  
Hongkong 29th September, 1900.

Sir,—I am directed by my committee to address you on the subject of Regulation No. 21 of Table "M" of the Merchant Shipping Consolidation Ordinance No. 10 of 1899 and its relation to the control of nuisances, caused by the unnecessary blowing of steam whistles in the harbour.

The effect of the present regulations is, that unless the steamship blow her whistle when in the waters of the Colony strictly for the purpose of regulations 15, 28 and 31 of the regulations for preventing collision at sea, a nuisance is committed for which the master can be fined.

My committee are given to understand it is the invariable practice of steamers, both in the waters of this Colony and in other crowded anchorages, to give a warning on the whistle of a steamship's approach to small craft, whose presence or course might constitute danger either to themselves or to the steamship.

This warning is necessary from steamers approaching their buoys or wharves under their own way and thus under little control.

Still more is it required in a harbour congested with small craft and subject to the influence of tides.

Under regulation No. 21, as at present framed, a steamship cannot adopt the customary method of warning small craft without being liable to conviction for a nuisance.

On the assumption that the giving of these warnings is in accordance with the ordinary practice of seamen, Regulation 21 would also seem to be contrary to regulation No. 6 of Table "M" which reads:—

"6. All vessels irrespective of size shall, whether in a fairway or not, observe the International Collision Regulations, and no vessel whatever shall anchor in any of the fairways;"

and likewise to regulation No. 29 for preventing collisions at sea.

The result of inquiries made of masters of vessels through the shipping members of my Chamber, is the unanimous opinion that in order to prevent accident to small craft and possible loss of life, the use of steam whistles in the harbour to warn native boats of the approach of a steamer is an absolute necessity, and it is considered that the case would be met by a revision to the regulations, as originally framed, a copy of which is annexed.

My committee trust that His Excellency the Governor may give this matter his consideration and that he may see his way to make a much needed reform.—I have &c.,  
(Sgd.), E. A. M. WILLIAMS,  
Secretary.

Hon. Mr. A. M. Thomson,  
Colonial Secretary.  
Regulations Nos. 9 and 10 in Table "M" of the Schedule to the Ordinance as it was originally enacted.

"9. No steamship when at anchor near or lying off the wharf, or when moored to or waiting at any wharf or landing place, shall use the steam whistle, nor shall such steamship, when under way use the steam whistle, except for the purpose of giving necessary notice of her approach towards any other vessel."

"10. No steamship when entering or leaving the harbour, or when at anchor therein, shall use her steam whistle, except for the purpose of navigation or to avoid collision. The use of such steam whistle for any other purpose is hereby prohibited."

## JAPAN-BRITISH EXHIBITION.

## INVITATION TO HONGKONG TO PARTICIPATE.

At the last monthly meeting of the General Committee of the Hongkong Chamber of Commerce, the following letters were considered:—

Colonial Secretary's Office,  
14th September, 1900.

Sir,—With reference to your letter of the 1st of last July, I am directed to transmit for the information of your Chamber the enclosed copy of a letter from Mr. Kiralfy dated the 19th ultimo.—I am, &c.,  
(Sgd.), C. CLEMENTI,  
Colonial Secretary.

The Secretary,  
Chamber of Commerce.  
(Enclosure.)

August, 12th, 1900.

Sir,—In continuation of my previous correspondence, I do myself the honour to inform you that since my last communication the proposal to hold a Japanese Exhibition at the "White City," Shepherd's Bush, next year has met with unqualified approval from all classes both in this country and Japan.

His Royal Highness, Prince Arthur of Connaught, has accepted the position of honorary president of the Exhibition, and in view of His Royal Highness' historical Garter Mission to Japan three years ago no conjunction could be happier.

The Duke of Norfolk—the premier Duke and Earl Marshall of England—had agreed to act as president, and His Majesty the King, with characteristic solicitude for everything that makes for the extension of British trade and with keen appreciation of our Allies in the Far East, sent to His Royal Highness, who presided at the inaugural banquet of the Exhibition, the following message:—

"I understand you will preside this evening at a dinner given in connection with the proposed Anglo-Japanese Exhibition next year. International Exhibitions in these days largely depend on private support, and I hope that the Japanese and British people will come forward and promote an undertaking which has for its object an increase in the commercial prosperity of both countries and uniting still closer the bonds of fellowship which already exist between them."

His Imperial Majesty, the Emperor of Japan, also sent a telegram as follows:—

"I take advantage of the occasion to tender my congratulations to Your Royal Highness and to those who join you in celebrating the institution of the Anglo-Japanese Exhibition, and to express my sincere wishes for the complete success of the undertaking."

His Excellency the Japanese Ambassador on this occasion said he felt confident that the Exhibition would confirm the friendly sentiments and would greatly help the commercial relations between the two countries, and spoke of the intense interest taken in the Exhibition by the people of Japan and of the large sum of money voted for it by the Imperial Diet.

The Lord Mayor of London pledged his official and personal support and expressed the conviction that nowhere would more real interest be taken in the Exhibition than in the ancient City of London. The full support of the London Chamber of Commerce and the Associated Chambers of Commerce of the United Kingdom is also assured.

The exceptionally exquisite and unique character of the exhibition is sure to attract millions of people not only from Japan and the United Kingdom, but also from Europe and the other Continents, thus helping to increase the commerce between the British and Japanese Empires, which alone will take part in the Exhibition.

It is hoped that the British Colonies, many of which have at the present time large commercial relations capable of indefinite increase with Japan—and are geographically in close proximity to that Empire—will take care that the contributions to this Exhibition are worthy of their dignity and importance, both politically and commercially.

The exhibition will have the advantage of the beautiful and substantial buildings, already known to millions of people, which have made the "White City" so famous in connection with the Franco-British Exhibition, and it only remains for the Governments and Manufacturers of the Empire to produce a series of exhibits which will worthily compare with those already promised by Japan, and to translate into reality the hope expressed by His Majesty King Edward, that increased commercial prosperity and closer bonds of friendship will result.—I have &c.,  
(Sgd.), CHARLES J. KIRALFY,  
His Excellency

THE GOVERNOR OF HONGKONG.

The following acknowledgment was sent to Government:—  
Hongkong Chamber of Commerce,  
12th September, 1900.

Sir,—I have to acknowledge the receipt of your letter of yesterday's date (No. 415/1900) covering a copy of a letter from Mr. Kiralfy, agent of the Japan-British Exhibition, and to thank you on behalf of my Committee for your courtesy in forwarding the same for their information.—I have &c.,  
(Sgd.), E. A. M. WILLIAMS,  
Secretary.

Hon. Mr. A. M. Thomson,  
Colonial Secretary.

Letter from the Secretary of the Japan-British Exhibition:—  
Shepherd's Bush, London, W.,  
August 10th, 1900.

Sir,—I have the honour to inform you that arrangements have been completed for the holding of a Japanese-British Exhibition, under the auspices of the Imperial Japanese Government, at the Great White City, Shepherd's Bush, next year, commencing on May 3rd, 1901, and remaining open for about six months.

I beg to enclose herewith some particulars of the Exhibition, and I shall be glad if you will kindly assist in making this fact known through-

out the numerous commercial associations of your district and in any announcements, bulletins, &c., that may be issued from time to time. We shall be obliged if you will kindly favour us with the names of individuals and bodies with whom it would be advisable to communicate, in the furtherance of this object.

If you will honour the Exhibition by associating yourself with it in some way, it will be fully appreciated.—I am &c.,  
(Sgd.), CHARLES J. KIRALFY.

The President,  
General Chamber of Commerce,  
Hongkong.

The following acknowledgment was sent to the Secretary of the Japan-British Exhibition:—  
Hongkong Chamber of Commerce,  
12th September, 1900.

Sir,—I have the honour to acknowledge the receipt of your circular letter of 10th August last and to state that the contents thereof are receiving the attention of my Committee.—I have, &c.,  
(Sgd.), E. A. M. WILLIAMS,  
Secretary.

Charles J. Kiralfy, Esq.,  
Secretary, Japan-British Exhibition,  
Shepherd's Bush,  
London, W.

## GAMBLING "CLUBS."

## SMART CAPTURE BY THE POLICE.

Two of the cleverest gambling raids which have been heard of for some time were carried out the other day, whereby four men who are believed to be concerned in gambling syndicates are now under Police custody after having been convicted this morning and for whom banishment orders will probably be issued.

The first of these raids was successfully put through sometime last week. Information reached the Police of the existence of certain syndicates who had been running for some time a gambling-house where various forms of gambling had been taking place. A number of detectives were detailed to carry out their plans at an opportune moment. This was successfully accomplished, not before, however, the gamblers made a tough attempt at escape. No sooner was it realised that their premises contained detectives, than the alarm was given by means of bells which had been arranged beforehand and a scene of the wildest excitement followed. It is not known whether any of the characters succeeded in effecting their escape but the efforts of the Police resulted in the arrest of two men, along with others. In their hurry to get away, the men left behind them their gambling paraphernalia, among which were found small oval-shaped boxes with a slit at the top which were described as commission-boxes. Besides this, the Police came across a notice-board which bore the following words:—"All for the sake of the Club," from which it would appear that the gambling was conducted on the cash system only.

The men appeared before Mr. F. A. Hazeland this morning. Two of them, the parties alleged to be concerned in the syndicates, were fined \$500 each, while the rest were mulcted in smaller amounts.

The scene of the second raid was at Quarry Bay, and was carried out yesterday. A posse of detectives entered a house in the locality where gambling was being conducted. This was a more difficult piece of work, as it was impossible to arrest the entire batch of people, about fifteen of whom succeeded in effecting their escape, some adopting the course of jumping out of the windows. This morning, about twenty of the men were arraigned before Mr. F. A. Hazeland (First Police Magistrate), who fined two of the defendants \$200 each.

The greatest credit is due to Inspectors Collett and Kerr, who directed operations in connection with the raids.

## CANTON DAY BY DAY.

## RAILWAY PROGRESS.

[From Our Own Correspondent.]

Canton, 2nd October.

The section from Yuen Tam to Pa Kong Kow of the Canton-Hankow Railway has now been completed and it will be opened for traffic from to-morrow the 3rd of October.

## FIRE.

At 9 o'clock last evening a fire broke out in a contractor's shop in Hoi Kai, in the Western suburb. A strong wind, was blowing at the time and the building materials stored in the premises being readily inflammable, the whole building was in a short space of time burnt down to the ground. Fortunately no serious damage was done to the houses in the neighbourhood, owing to the prompt assistance rendered by the various fire brigades in extinguishing the outbreak.

## BIRTHDAY OF CONFUCIUS.

The 27th day of the 8th moon (the 10th instant) is the anniversary of the birth of Confucius and preparations are now being made to celebrate the occasion. Yesterday the representatives of the Nine Charitable Institutions, the Seventy-two Guilds, the Chamber of Commerce and the Self-Government Society, &c., assembled at a meeting held at the Kwong Yee Shin Tong when it was decided that the day in question should be observed as a public holiday and that lanterns in yellow-colour bearing the characters "Commemoration of Confucius' Birthday" should be hung in all streets, public places and public institutions; and flags also in yellow colour bearing similar characters should be hoisted at every door in honour of the occasion. A commemorative service will also be held before the tablet of the ancient sage on that day when the people of all classes will be invited to attend.

## A WISE PRECAUTION.

The Taoist of Constabulary has issued a proclamation in which he has warned the citizens to pull down all the summer matsheds on the roofs of their houses in order to prevent the occurrence of fire.

## To-day's Advertisements.

## TO LET IN CANTON FROM 1ST PROX.

TWO SEMI-DETACHED HOUSES each containing Eight Rooms with Back Yards and Servants' Quarters on Shamien Lot 55, now in the occupation of the Mitsui Bussan Kaisha.

Apply to—  
DAVID SASSOON & Co., Ltd.  
Hongkong, 4th October, 1900. [694]

## THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.  
(With liberty to call at the Malabar Coast).

## THE Steamship

"COULSDON,"  
Captain Turnbull, will be despatched for the above Port on SATURDAY, the 30th October, 1900.

For Freight, apply to  
ARNHOLD, KARBURG & Co.,  
Agents.  
Hongkong, 4th October, 1900. [695]

## FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

## THE Steamship

"JAPAN,"

Captain J. G. O'Brien, will be despatched for the above Ports on WEDNESDAY, the 6th inst., at 3 P.M.

For Freight or Passage, apply to  
DAVID SASSOON & Co., LIMITED,  
Agents.  
Hongkong, 4th October, 1900. [696]

## THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(CAPITAL PAID UP £1,350,000)

Loans on Mortgage of House Property, &c.  
Goods received on Storage.  
Advances made on Merchandise.  
Loans made on the Provident System.  
(Rates and particulars on application.)

## THE OFFICE OF

TRUSTEE, EXECUTOR OF WILLS,

ATTORNEY, &c.,

Undertaken and Executed by

SHEWAN, TOMES & Co.,  
General Managers.

Hongkong, 10th March, 1900. [697]

## HARMSTON'S GRAND CIRCUS

## AND ROYAL MENAGERIE OF PERFORMING WILD ANIMALS.

ALWAYS THE HARMSTON RECORD PACKED JAMMED TO THE DOORS AND MONEY REFUSED.

EVERY EVENING at 9.15 SHARP.

DOORS OPEN ONE HOUR EARLIER.

Our all Star Company of

LONDON & CONTINENTAL ARTISTES.

30 IN NUMBER 30

Location of our Tents:—

TRAMWAY TERMINUS, KENNEDY TOWN.

For Full particulars read our Descriptive Hand Bills.

First Matinee } Wednesday, October 6th.

First Matinee }

Children Half-price to Matinees only.

DOORS OPEN 3 O'CLOCK, PERFORMANCE AT 4 SHARP.

Booking at ROBINSON PIANO Co., Ltd.

NOTICE—Special Trains running before and after performance.

MADAME HARMSTON-LOVE, COL. BOB LOVE, B. ALTON,  
Proprietress. Sole Manager. Advance Representative.

Hongkong, 4th October, 1900. [698]

## CLUB WHISKY

## AGE, QUALITY

## AND MELLOWNESS.

Test for 16 years as an Ideal Scotch for this climate.

PRICES ON APPLICATION.

H. PRICE & CO., LD.,

WINE MERCHANTS,

12, Queen's Road Central.

Telephone No. 185.

Hongkong, 14th September, 1900.

[699]



## Shipping—Steamers.

## CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

## "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER. 31 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec. (Subject to alteration). Connecting with Royal Mail Atlantic Steamers.

From Hongkong,

From Quebec.

"EMPRESS OF JAPAN" SATURDAY, OCT. 16TH.

"ALLAN LINE" FRIDAY, NOV. 12TH.

"EMPRESS OF CHINA" SATURDAY, NOV. 6TH.

From St. John. "EMPRESS OF BRITAIN" FRIDAY, DEC. 3RD.

"Empress" Steamers will depart from Hongkong at 6 p.m.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, speed 23 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the world.

HONGKONG TO LONDON, 1st class, via Canadian Atlantic Port or New York (including meals and berth in sleeping car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railway.

Via Canadian Atlantic Port 43.

Via New York 45.

For further information, Maps, Guide Book, Rates of Passage and Freight, apply to—

W. W. GRADY, J.C.K. General Manager, Corner Pedder Street and Praya (opposite Blake Pier).

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI via NINGPO	CHONGSANG	TUESDAY, 5th Oct. 3 P.M.
SPORE, SAMARANG & SOERABAYA	FOOSANG	WEDNESDAY 6th Oct. 3 P.M.
MANILA	YUENSANG	FRIDAY, 8th Oct. 4 P.M.
TIENSIN via TSINGTAU, WEI	CHONGSHING	SATURDAY, 9th Oct. 4 P.M.
HAIWEI & CHEFOO	MAUSANG	MONDAY, 11th Oct. Noon.
SANDAKAN	KUTSANG	WEDNESDAY, 13th Oct. Noon.
SHANGHAI, YOKOHAMA, KOBE	LOONGSANG	FRIDAY, 15th Oct. 4 P.M.
MANILA	TAUNASANG	SATURDAY, 16th Oct. 2 P.M.

RETURN TOURS TO JAPAN (OCCUPYING 14 DAYS).

The steamers *Kutsang*, *Maung* and *Loongsang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moll to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yanktze Ports, Chefoo, Tientsin &amp; Newchwang.

Taking Cargo on through Bills of Lading to Kuda, Lahad, Dato, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE MATHESON &amp; CO., LD.

Telephone No. 61.

Hongkong, 2nd October, 1909.

## CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
MANILA	"TAMING"	5th Oct. 3 P.M.
TSINGTAU & NEWCHANG	"LUCHOW"	5th " 4 P.M.
SWATOW, WEIHAWEI, CHEFOO & TIENSIN	"KURICHOW"	6th " 10 A.M.
AMOI, NINGPO & SHANGHAI	"SHANGHAI"	6th " 4 P.M.
SHANGHAI	"ANHUI"	7th " "
CEBU & LOILO	"SUNGKANG"	8th " "
NEWCHANG	"NUNGKANG"	1st " "
MANILA, ZAMBOANGA and USUAL	"CHANGSHA"	5th Nov. "

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES: Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA, TWIN-SCREW STEAMERS in TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Changsha, Lintan, Sanui, etc.) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE.

Telephone No. 35.

Hongkong, 4th October, 1909.

## Shipping—Steamers.

## SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, SALINA CRUZ.

and MANZANILLO (Mexico).

S.S. HONGKONG MARU ..... 6,000 tons gross ..... Sail 26th Oct., 1909, at Noon.

S.S. MANSHU MARU ..... 5,000 " ..... " 10th Dec., 1909, at Noon.

S.S. AMERICA MARU ..... 6,000 " ..... " 5th Feb., 1910, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 14th September, 1909.

## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

## TRANS-PACIFIC SERVICE,

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct trans service, with out transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA via KEELUNG, HANGHAI, MOJI, KOBE, SHIMIDZU AND YOKO.	"FITZPATRICK" Capt. E. K. Hutchinson	4,416	SATURDAY, 23rd Oct., at Noon.
Do.	"SEATTLE MARU" Capt. ....		SATURDAY, 20th Nov., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS &amp; FORMOSA SERVICE.

For	Steamers	Leaves
TAMSUI & SWATOW & AMOI.	"DAIOI MARU" Capt. H. Moriyama	SUNDAY, 10th Oct., at 10 A.M.

A special reduction of 20% on 1st and 2nd Class Fare to Foochow will be made during the months of August and September.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOSHUN MARU" and "BUJUN MARU". First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 4th October, 1909.

T. ARIMA, Manager.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
PARIS, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	KANAGAWA MARU, Capt. J. Nagao, Tons 6500	WEDNESDAY, 13th Oct., at Daylight.
DO.	HAKATA MARU, Capt. J. Driess, Tons 6500	WEDNESDAY, 27th Oct., at Daylight.
DO.	AKI MARU, Capt. K. Sato, Tons 7000	TUESDAY, 12th Oct., at Noon.
DO.	KAGA MARU, Capt. M. Hagino, Tons 6500	TUESDAY, 9th Nov., at Noon.
SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	YAWATA MARU, Capt. T. Sekine, Tons 5000	FRIDAY, 29th Oct., at Noon.
DO.	NIKKO MARU, Capt. M. Yagi, Tons 6000	FRIDAY, 26th Nov., at Noon.
SHANGHAI, MOJI AND KOBE	BOMBAY MARU, Capt. W. A. Evans, Tons 5000	MONDAY, 11th October.
DO.	SADO MARU, Capt. G. C. Hurry, Tons 5500	FRIDAY, 15th Oct., at 5 P.M.
DO.	HIRANO MARU, Capt. H. Fraser, Tons 9000	FRIDAY, 22nd Oct., at Noon.
DO.	NIKKO MARU, Capt. M. Yagi, Tons 6000	TUESDAY, 26th Oct., at Noon.
BOMBAY, via SINGAPORE AND COLOMBO.	YETOROFU MARU, Capt. K. Soyeda, Tons 4500	MONDAY, 11th October.

† Cargo only.

† Fitted with new system of wireless telegraphy.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round the World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

## EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

The Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Miyasaki Maru ..... (Capt. T. MURAI) ..... About Wednesday, 20th October.

Kitano Maru ..... (Capt. F. R. COPE) ..... About Wednesday, 17th November.

Hirano Maru ..... (Capt. H. FRASER) ..... About Wednesday, 15th December.

Kamo Maru ..... (Capt. F. L. SOMMER) ..... About Wednesday, 12th Jan., 1910.

† CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further information as to Freight, Passage, Sailings, &amp;c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

T. KUSUMOTO,

Manager.

(11-11)

## Shipping—Steamers.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"JAPAN,"

Captain J. G. Olfend, will be despatched for the above Ports on WEDNESDAY, the 6th inst., at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON &amp; CO., LIMITED, Agents.

Hongkong, 4th October, 1909.

## REGULAR STEAMSHIP SERVICE TO NEW YORK,

via PORTS AND SUEZ CANAL.

With Liberty to Call at Malabar Coast.

PROPOSED SAILINGS FROM HONGKONG:

FOR NEW YORK:

S.S. "SUKUGA" ..... On 6th October.

FOR BOSTON AND NEW YORK:

S.S. "ATHOLL" ..... On or about 16th Oct.

For Freight and further information, apply DODWELL &amp; CO., LIMITED, Agents.

Hongkong, 28th September, 1909.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &amp;c.)

THE Steamship

"EASTERN"

Captain McArthur, will be despatched as above on WEDNESDAY, the 13th October, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, etc., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers, the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, 23rd September, 1909.

## THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal Ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VANCOUVER, B.C., TACOMA &amp; SEATTLE

via

MOJI, KOBE AND YOKOHAMA

Steamer Tons Captain Sailing Date.

Oceano 4,657 F. W. Davison 21st Oct.

Kumari 6,233 J. Mathie 18th Nov.

Aymara 4,363 Syd 16th Dec.

Suerre 6,233 S. Shotton 1st Jan.

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL &amp; CO., LIMITED, General Agents.

Oceano Building, Hongkong, 23rd September, 1909.

## CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

## REGULAR FREIGHT SERVICE

TO

SAN FRANCISCO, MEXICO, PERU,

CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA, DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

"KWONG TUNG"

For further particulars apply to MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, 20th September, 1909.

## STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. B. W. WALKER

"KWONG SAI" Capt. E. S. OWEN.

Leave Hongkong for Canton at 9 p.m. every evening (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officers by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....\$1.

Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,

and

SHIU ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 21st April, 1909.

## Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for Baravia, Persian Gulf, Continental America, and South African Ports.)

THE Steamship

"HIMALAYA"

Captain L. E. S. Spicer, R.N.R., carrying His Majesty's Mail, will be despatched from this Port for BOMBAY, etc., on SATURDAY, the 16th October, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *India*, etc.

Colonists' Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France and India will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Arcturion*, due in London on 19th November, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, 4th October, 1909.

## For Sale.

AT

G. R. A. &amp; CO.

27, Des Vaux Road.

FOR SALE

VIEW Post Cards and Asiatic Postage

Stamps.

Novels. Books for parlour and household use.

"The Doctor at Home"—1909 edition.

Prayer Books, Religious Pictures, Pendants, Medals, Statuettes, Flower Seeds.

Relief Prints and Scrap Albums.

Toy Books for Children.

Manila Sign and Cigarette.

Stamps in Sets, Packets, Bags and Single.

Large Assortment of Albums for Stamps and Post Cards.

Postage Stamp Catalogues by Lincoln, Senf, Stanley Gibbons, Scott and Tallent.

Stack Books, Duplicate Pocket Books, Transparent Envelopes.

Movable Leaf Albums, Tracings, Magnifying Glasses, Perforating Ganger.

Water Mark Detectors.

Massey's Commercial Map and Directory, &amp;c., &amp;c.

Inspection invited.

Hongkong, 27th September, 1909.

## FURNITURE WAREHOUSE

LI KWONG LOONG &amp; CO.

CABINET-MAKERS AND ART DECORATORS

from Shanghai, has re-opened their FURNITURE STORE

at

No. 19, DES VAUX ROAD CENTRAL.

The only Shop in Hongkong with this aim.

WHERE HIGH-CLASS FURNITURE

of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson &amp; Co., Firms and other leading establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &amp;c., supplied.

Messrs. A. S. Watson &amp; Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Armchair to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON &amp; CO.

25th May, 1891.

ORDER punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Telephone No. 411, Avenue, 1909.

THERAPION MAY NOW ALSO BE OBTAINED IN DRUGGIST (TASTELESS) FORM.

SELF CURE NO FICTION!



## COMMERCIAL

## TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	1/9
Do. demand	1/9 1/16
Do. 4 months' sight	1/9 1/16
France—Bank T.T.	2/30
America—Bank T.T.	42 1/2
Germany—Bank T.T.	1/7 1/2
India T.T.	1/31
Do. demand	73 1/2
Shanghai—Bank T.T.	74 1/2
Singapore—Bank T.T. per H.K. 500	85 1/2
Japan—Bank T.T.	195 1/2
Java—Bank T.T.	195 1/2
Buying.	
4 months' sight L/O	1/9 1/16
6 months' sight L/O	1/9 1/16
30 days' sight San Francisco & New York	43 1/2
4 months' sight do.	44 1/2
30 days' sight Sydney & Melbourne	1/9 1/16
4 months' sight France	2/30
6 months' sight do.	2/30
4 months' sight Germany	1/7 1/2
Bar Silver	23 1/2
Bank of England rate	24 1/2
Sovereign	114 1/2

## SHIPPING AND MAELS

MAILS DUE.	
German ( <i>Prins Eitel Friedrich</i> ) 5th inst.	
American ( <i>Manchuria</i> ) 6th inst.	
German ( <i>Prins Eitel Friedrich</i> ) 6th inst.	
Canadian ( <i>Empress of Japan</i> ) 7th inst.	
Indian ( <i>Kalunga</i> ) 11th inst.	
Indian ( <i>Lalung</i> ) 16th inst.	
The C. N. Co.'s s.s. <i>Lian</i> left Shanghai on 3rd inst. and is due here on 6th inst.	
The C. N. Co.'s s.s. <i>Changsha</i> left Sydney on 25th ult. and is due here on 18th inst.	
The P. & M. S. Co.'s s.s. <i>Manchuria</i> is due to arrive at Hongkong on 5th inst. at 6 a.m.	
The I. C. S. N. Co.'s s.s. <i>Kulsang</i> from Calcutta and the Straits left Singapore for this port on 2nd inst.	
The N. Y. K. s.s. <i>Yokohama</i> from Bombay, left for this port on 3rd inst. and is expected here on 9th inst.	
The P. & O. S. Co.'s s.s. <i>Palmyra</i> left Singapore for this port on 2nd inst. at 9.30 a.m., and is due here on 7th inst. at 4 p.m.	
The s.s. <i>Nile</i> due to arrive here at daylight on 6th inst. will leave for Marseilles, London and Antwerp at daylight, on 7th inst.	
The Imperial German Mail s.s. <i>Prins Waldemar</i> , which left here on 10th ult., at daylight, arrived at Sydney on 2nd inst. at 8 a.m.	
The Imperial German Mail s.s. <i>Prins Eitel Friedrich</i> left Shanghai on 2nd inst. at 9 p.m., and may be expected here on 6th inst. at 6 a.m.	
The C. N. Co.'s s.s. <i>Minneapolis</i> from Seattle arrived at Yokohama on 2nd inst. at 4 p.m., and will sail for this port via the usual calling ports on Wednesday and may be expected here on 23rd inst.	
The Imperial German Mail s.s. <i>Prins Regent Luitpold</i> carrying the German Mails with dates from Berlin of the 8th ult., left Singapore on Tuesday at 10 p.m., and may be expected here on 6th inst. at 3 a.m.	

## THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—  
On the 4th at 6.00 a.m.—Black South Cone hoisted.  
At 12.05—The barometer is inclined to rise in the neighbourhood of Hongkong. It has fallen considerably over Tongking and N. Annam.  
The typhoon, which appears to be moving Westwards, is situated to the South of Hongkong in about 20° Lat.  
The barometer has a tendency to fall again in the Philippines and a marked fall has taken place over the Loochoos. Probably another depression exists over the Pacific in about 20° Lat., 150° Long.  
A third depression is moving Eastwards over Manchuria.  
The highest pressure is show over N. China.  
Fresh N.E. winds may be expected in Formosa Channel and cyclonic gales over the N.W. part of the China Sea.  
Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.07 inches.  
FORECAST.  
1.—Hongkong and neighbourhood, Moderate E. gale, gradually decreasing; squally, showery.  
2.—Formosa Channel, N.E. winds, fresh.  
3.—South coast of China between Hongkong and Loochoos, same as No. 1.  
4.—South coast of China between Hongkong and Loochoos, same as No. 1.

## Shipping.

Arrivals.	
Nanchang, Br. s.s., 1,061, G. I. Spink, 2nd Oct.—Chingwan to 16th Sept. Gen.—B. & S.	
Glenavon, Br. s.s., 2,727, B. Woolfenden, 2nd Oct.—Vladivostok 25th Sept. Beans, McG. Bros. & Gow.	
Aki Maru, Jap. s.s., 3,995, K. Sato, 3rd Oct.—Shanghai 20th Sept. Coal, Pig Iron and Gen.—N. Y. K.	
Kohsichang, Ger. s.s., 1,201, C. Roselick, 3rd Oct.—Bangkok 24th Sept. Teak Squares, Rice and Meal.—B. & S.	
Oblyuen, Chi. s.s., 1,177, O. Stewart, 3rd Oct.—Shanghai 30th Sept. Gen.—C. M. S. N. Co.	
Szechuan, Br. s.s., 1,142, J. V. Sidford, 3rd Oct.—Wakamatsu 20th Sept. Coal.—B. & S.	
Machuan, Br. s.s., 4,276, G. W. Long, 3rd Oct.—Shanghai 30th Sept. Gen.—B. & S.	
Hatching, Br. s.s., 1,367, W. O. Passmore, 3rd Oct.—Shanghai 20th Sept. Gen.—D. L. & Co.	
Kiang Ching, Chi. s.s., 1,032, A. F. Brissander, 3rd Oct.—Canton 2nd Oct. Gen.—K. & Co.	
Choyang, Br. s.s., 1,414, M. Connery, 3rd Oct.—Canton 2nd Oct. Gen.—J. M. & Co.	
Oania, Br. s.s., 5,676, W. G. Lycett, 3rd Oct.—Mailla 30th Sept. Gen.—B. & S.	
Anhui, Br. s.s., 1,335, J. Harris, 3rd Oct.—Shanghai 30th Sept. Gen.—B. & S.	
D. Ford Lewis, Ger. s.s., 4,930, A. Wagner, 3rd Oct.—Shanghai 30th Sept. Gen.—H. & A. L.	
Kuenan, Br. s.s., 1,115, W. B. Brown, 4th Oct.—Bangkok 27th Sept. Gen.—B. & S.	
Beattie Dollar, Br. s.s., 2,797, A. Gow, 4th Oct.—Canton 3rd Oct. Gen.—A. K. & Co.	
Protus, Nor. s.s., 1,024, C. Miller, 4th Oct.—Bangkok 27th Sept. Rice—Argard.	

Quinta, Ger. s.s., 987, F. Frahm, 4th Oct.—Sourabaya 24th Sept. Sugar.—J. G. J. L.	
Ascania, Ger. s.s., 1,297, Classen, 4th Oct.—Samarang 21st Sept. Sugar.—H. A. L.	

Clearances at the Harbour Office.	
Anhui, for Bangkok.	
Nanchang, for Saigon.	

Passengers arrived.	
Per <i>Hatching</i> , from Coast Ports—Rev. Schultz.	
Per <i>Aki Maru</i> , from Shanghai—Messrs. J. P. Treadway, G. Gregg, N. G. Conner, R. C. Andrews, Mr. and Mrs. G. W. Rummel, J. B. Lambert, Mrs. Matlock, daughter and son, Capt. M. H. C. Davy, and Mr. F. Chow.	

## Shipping Reports.

Str. *Chiyuen*, from Shanghai.—Fine throughout.

Str. *Glenavon*, from Vladivostok.—Fine weather; moderate monsoon.

Str. *Haiching*, from Coast Ports.—Fresh N.W. wind and sea clear weather.

Str. *Aki Maru*, from Shanghai.—Strong N.E. winds increasing to fresh gale on the 2nd heavy sea, moderated, morning 3rd increasing S.E. swell and N.W. wind in the afternoon.

## VESSELS IN PORT.

## STEAMERS.

Bourbon, Fr. s.s., 951, Le Bail, 30th Sept.—Salon 25th Sept. Rice.—Man Fat.

Carl Diederichsen, Ger. s.s., 774, J. Kaiser, 20th Sept.—Pakhoi and Hoihow 19th Sept. Gen.—J. & Co.

China, Am. s.s., 3,186, D. E. Friele, 1st Oct.—San Francisco 3rd Sept. Honolulu 10th, Yokohama 21st, Kobe 25th, Nagasaki 26th, and Shanghai 29th, Mails and Gen.—P. & M. S. Co.

Drufar, Nor. s.s., 1,102, J. Bing, 29th Sept.—Bangkok and Swatow 21st Sept. Gen.—C. M. S. N. Co.

Harford, Br. s.s., 3,716, Pope, 21st Sept.—New York 30th June, and Labuan 15th Sept. Kerosine Oil.—S. O. Co.

Japan, Br. s.s., 3,806, J. G. O'Brien, 29th Sept.—Moji 24th Sept. Coal and Gen.—D. S. & Co. Ltd.

Kwangshai, Chi. s.s., 1,136, Wm. H. Lunt, 2nd Oct.—Canton 1st Oct. Gen.—C. M. S. N. Co.

Kweliu, Br. s.s., 1,200, C. W. Packett, 1st Oct.—Karatu 25th Sept. Coal.—B. & S.

Mausang, Br. s.s., 1,644, G. S. Welgall, 1st Oct.—Sandakan 25th Sept. Timber and Gen.—J. M. & Co.

Nord, Nor. s.s., 710, Haraldsen, 29th Sept.—Samarang 9th Sept. Sugar and Molasses.—Argard, Thorsen & Co.

Paklat, Ger. s.s., 1,018, J. Wenzel, 29th Sept.—Bangkok via Swatow 21st Sept. Rice and Wood.—B. & S.

Pheumphen, Br. s.s., 1,056, J. H. Scott, 26th Sept.—Saigon 22nd Sept. Rice and Gen.—Wo Fat Sing.

Pongtong, Br. s.s., 998, H. Oldsen, 26th Sept.—Bangkok 20th Sept. Rice.—M. & Co.

Prins Sigmund, Ger. s.s., 3,300, D. Lenz, 21st Sept.—Sydney 20th Aug. and Manila 18th Sept. Gen.—M. & Co.

Rajah, Ger. s.s., 2,100, H. C. Reher, 28th Sept.—Bangkok and Kohsichang 21st Sept. Teakwood and Rice.—B. & S.

Rydia, Nor. s.s., 2,402, Soendesen, 26th Sept.—From Probolinggo, Sugar.—P. & A. S. S. Co.

Samsen, Ger. s.s., 998, R. Petersen, 24th Sept.—Bangkok and Swatow 21st Sept. Rice and Teakwood.—B. & S.

Tamlog, Br. s.s., 1,350, G. H. Pennefather, 1st Oct.—Manila 28th Sept. Gen.—B. & S.

Vine Branch, Br. s.s., 3,412, H. Nixon, 1st Oct.—Sydney and Newcastle 10th Sept. Steepers and Gen.—D. & Co. Ltd.

Wakamatsu Maru, Jap. s.s., 1,722, U. Aikawa, 2nd Oct.—Wakamatsu 27th Sept. Coal.—M. B. K.

Yatbing, Br. s.s., 1,144, R. Houghton, 2nd Oct.—Canton 1st Oct. Gen.—J. M. & Co.

## Sailing Vessels.

Eclipse, Br. 4-masted barque, 2,969, J. White, 28th Aug.—Canton 27th Aug. Ballast.—S. O. Co.

King George, Br. ship, 2,057, J. E. Jeffery, 1st Aug.—New York 9th April. Kerosine.—S. O. Co.

## Ships Passed The Canal.

6th August—*Durfinger*, *Condon*, *Hakata Maru*, *Polynesian*, *Tydeus*. 10th August—*Scandia*, *Glenroy*, *Dingo Maru*, *Nicomedia*, *Vorch*, *Palkon*. 13th August—*Ceylon*, *Yunnan*, *Armand Bekli*, *Kintuck*, *Minnon*. 17th August—*Budoran*, *Prins Eitel Friedrich*, *Deullon*, *Simla*. 20th August—*Indra Samudra*, *Klat*, *Nippon*, *Glenroy*, *Slender*, *Ramona*. 24th August—*Amiral Monmouthshire*, *Sinaca*, *Deputa*, *Kamachi Maru*, *Cardiganhire*. 27th August—*Belgravia*, *Tranquibor*, *Kama Maru*, *Calendon*, *Malta*, *Teikoku*, *Somali*, *Idria*. 31st August—*Myrmidon*, *Banader*, *Glen*, *Luzow*, *Kitani Maru*, *Patriot*, *Pelau*. 3rd September—*Sydney*, *Prins Ludwig*, *Wakasa Maru*. 7th September—*Simla*, *Sauhi Maru*, *Sevilla*. 10th September—*Antenor*, *Blomfontein*, *Ernst Simon*, *Glenlogan*, *Glenach*, *Opaka*, *Palarna*, *Sardania*, *Talamon*. 14th September—*Benson*, *Boworlich*, *Bracochira*, *Jason*. 17th September—*Allypna*, *Sada*, *Yara*, *Glenlogan*, *Tourana*, *Pakhoi*. 21st September—*Pakhoi*, *Indramaya*, *Awa Maru*, *Sandia*, *Glenara*. 24th September—*Mitima*, *Maru*, *Namur*, *Slavina*, *Tonika*, *Syria*, *Hirano Maru*, *Moyuna*. 28th September—*Banary*, *Sorphon*, *Laurel*. 1st October—*Armand Bekli*, *Calacas*, *Indramaya*, *Bingo Maru*, *Carnarvonshire*, *Poonu*, *Tamb Maru*.

Arrivals at Home—6th August—*Hirano Maru*, *Tourana*, *Glenlogan*. 10th August—*Invincible*, *Bellerophon*, *Sinagahira*, *Sada Maru*, *Calendon*, *Malta*, *Teikoku*, *Somali*, *Idria*. 14th August—*Namur*. 17th August—*Allypna*, *Yorch*, *Bingo Maru*. 20th August—*Armand Bekli*, *Satsuma*, *Indramaya*, *Danish*, *Simla*. 24th August—*Scandia*, *Sitkoma*, *Yunnan*. 28th August—*Simla*. 31st August—*Nippon*, *Duclon*. 3rd September—*Klat*, *Calendon*, *Kamachi*, *Prins Ludwig*. 7th September—*Kama Maru*, *Kawachi*, *Antenor*, *Blomfontein*, *Ernst Simon*, *Glenlogan*, *Glenach*, *Opaka*, *Palarna*, *Sardania*, *Talamon*. 10th September—*Benson*, *Boworlich*, *Bracochira*, *Jason*. 13th September—*Allypna*, *Sada*, *Yara*, *Glenlogan*, *Tourana*, *Pakhoi*. 17th September—*Pakhoi*, *Indramaya*, *Awa Maru*, *Sandia*, *Glenara*. 20th September—*Mitima*, *Maru*, *Namur*, *Slavina*, *Tonika*, *Syria*, *Hirano Maru*, *Moyuna*. 23rd September—*Banary*, *Sorphon*, *Laurel*. 26th September—*Armand Bekli*, *Calacas*, *Indramaya*, *Bingo Maru*, *Carnarvonshire*, *Poonu*, *Tamb Maru*. 29th September—*Hirano Maru*, *Tourana*, *Glenlogan*. 1st October—*Invincible*, *Bellerophon*, *Sinagahira*, *Sada Maru*, *Calendon*, *Malta*, *Teikoku*, *Somali*, *Idria*. 4th October—*Namur*. 7th October—*Allypna*, *Yorch*, *Bingo Maru*. 10th October—*Armand Bekli*, *Satsuma*, *Indramaya*, *Danish*, *Simla*. 13th October—*Scandia*, *Sitkoma*, *Yunnan*. 16th October—*Simla*. 19th October—*Nippon*, *Duclon*. 22nd October—*Klat*, *Calendon*, *Kamachi*, *Prins Ludwig*. 25th October—*Kama Maru*, *Kawachi*, *Antenor*, *Blomfontein*, *Ernst Simon*, *Glenlogan*, *Glenach*, *Opaka*, *Palarna*, *Sardania*, *Talamon*. 28th October—*Benson*, *Boworlich*, *Bracochira*, *Jason*. 31st October—*Allypna*, *Sada*, *Yara*, *Glenlogan*, *Tourana*, *Pakhoi*.

## Steamers Expected.

Vessels	From	Agents	Due
Manchuria	Shanghai	P. M. Co.	Oct. 5
P. R. Friedrich	Shanghai	M. & Co.	Oct. 5
P. R. Luitpold	Singapore	M. & Co.	Oct. 5
Ichia	Singapore	C. & Co.	Oct. 5
Loan	Shanghai	B. & S.	Oct. 5
Timahi	Amoy	J. G. J. L.	Oct. 5
Emp. of Japan	Shanghai	C. P. R. Co.	Oct. 5
Palermo	Shanghai	P. & O. Co.	Oct. 5
Nile	Shanghai	P. & O. Co.	Oct. 5
Typanas	Singapore	C. J. L.	Oct. 5
Kulsang	Singapore	N. Y. K.	Oct. 5
Yokohama Maru	Moji	N. Y. K.	Oct. 5
Coblenz	Sydney	M. & Co.	Oct. 5
Chiyo Maru	Japan	T. K. K.	Oct. 5
Laisang	Calcutta	M. & Co.	Oct. 5
Chingsha	Sydney	B. & S.	Oct. 5
Minnesota	Japan	P. M. Co.	Oct. 5

## DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.	
On Lee	at Kowloon Dock.
Tsingtao	"

## TAIKOO DOCKS.

St. Enoch	at Quarry Bay Docks.
Drufar	"

## CHINA COAST METEOROLOGICAL REGISTER.

October 2nd, 1909, A.M.

Bar. Th. Hum. Wind Wx.

Vladivostok 7 a.m. 30.07 43.95 0 0 0

Nemuro 6 a.m. 30.01 43.95 0 0 0

Hakodate 6 a.m. 30.05 43.95 0 0 0

Kochi 6 a.m. 30.14 43.95 0 0 0

Kobe 6 a.m. 30.15 43.95 0 0 0

Nagasaki 6 a.m. 30.08 43.95 0 0 0

Kagoshima 6 a.m. 30.01 43.95 0 0 0

Osaka 6 a.m. 29.93 43.95 0 0 0

Naha 6 a.m. 29.93 43.95 0 0 0

Shikoku 6 a.m. 29.93 43.95 0 0 0

Shimonoseki 6 a.m. 29.93 43.95 0 0 0

Yokohama 6 a.m. 29.93 43.95 0 0 0

Shanghai 6 a.m. 29.93 43.95 0 0 0

Amoy 6 a.m. 29.93 43.95 0 0 0

Swatow 6 a.m. 29.93 43.95 0 0 0

Taipei 6 a.m. 29.93 43.95 0 0 0

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SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

ST. CKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT MARKET RATE.	CLOSING QUOTATION.
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	£1,500,000 \$150,000	\$2,000,810	Interim of £2 for account 1909 @ ex 1/94 = \$12.72	4 %	\$990 buyers London 92.10.
National Bank of China, Limited	99,975	£7	£6	£4,000 \$40,000	\$30,558	5s (London 3/6) for 1903		\$65 buyers
<b>MARINE INSURANCES.</b>								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$250,000	none	\$14 for 1907	7 1/2 %	\$180 sellers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 150,000 Tls. 20,000	Tls. 160,512	Interim of 7/6 for 1908	16 %	Tls. 110
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$2,000,000 \$250,000	\$2,404.9	Final of \$17 making \$47 for 1907 and interim of \$30 for 1908	58 %	\$845 buyers
Yankee Insurance Association, Limited	12,000	\$100	\$50	\$2,000,000 \$200,000	\$7,017	\$12 and bonus \$3 for 1907	7 1/2 %	\$132
<b>FIRE INSURANCES.</b>								
China Fire Insurance Company, Limited	70,000	\$100	\$20	\$2,000,000 \$200,000	\$375,341	\$6 and bonus \$2 for 1907	7 %	\$174 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$2,000,000 \$250,000	\$108,711	\$27 for 1907	8 %	\$360 buyers
<b>SHIPPING.</b>								
Globe and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,500	\$1,035	\$1 for 1906		\$84 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$20,000	Nil.	24 for year ending 30.6.1908	7 %	\$35
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$25	\$25	\$20,000	\$2,790	Interim of \$12 for account 1909	7 1/2 %	\$312 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	£10,000	£13,755	6/ for 1907 on Preference shares only @ ex 1/9 11/16 = \$3.15		\$60
Do. do. (Deferred)	60,000	£5	£5	£10,000	£13,755	Final of 2/ for 1908 and interim of 1/ for 1/2 1909		70 1/2 buyers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	£1,000,000	£6,847	\$2.00 for year ending 10.4.1909	4 %	\$26
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$10,000	\$8,121	\$5.50 for year ending 10.4.1909	3 1/2 %	\$15
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$1,000,000	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 %	\$146 sellers
Lion Sugar Refining Company, Limited	7,000	\$100	\$100	\$700,000	Dr. \$15,893	\$3 for 1897		\$23
Park Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 9,873	Tls. 34 for year ending 31.8.08		Tls. 355 sellers
<b>MINING.</b>								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£1,000,000	£11,556	Interim of 1/6 (coupon No. 12) for year ending 29.2.09	7 %	Tls. 17.80 b.
Rio's Australian Gold Mining Company, Limited	150,000	£1	£1	£150,000	Dr. £2,191	No. 12 of 1/6 = 48 cents		\$81 sellers
<b>DOCKS, WHARVES &amp; GODOWNS.</b>								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$450,000	Dr. \$7,422	\$1.75 for year ending 31.12.06		\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$3,000,000	\$30,102	None		\$604 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$2,500,000	\$145,162	Interim of \$14 for account 1909	11 1/2 %	\$56
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 6,160	Final of Tls. 24 for year ending 31.4.09	6 1/2 %	Tls. 774 sellers
Shanghai and Hongkong Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 3,600,000	Tls. 21,818	Final of Tls. 6 making Tls. 10 for 1908	6 1/2 %	Tls. 140 sellers
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 2,500,000	Tls. 1,134	Tls. 5 for year ending 31.2.09	11 %	Tls. 105 buyers
Central Stores, Limited	50,000	\$15	\$15	\$750,000	\$24,641	\$1.20 on old and 60 cents on first new issue		\$172 buyers
Hongkong Hotel Company, Limited	8,000	\$50	\$50	\$400,000	\$10,272	Interim of \$2.40 on old and 20 cents on new shares for account 1909		\$414 new
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000	\$26,475	Interim of 3/4 for account 1909	6 1/2 %	\$104 sales
Hampshire Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000	\$5,486	60 cents for 1908	6 1/2 %	\$94 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000	\$178	\$14 for 1908	5 %	\$36 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 3,900,000	Tls. 14,404	Interim of Tls. 3 for account 1909	6 1/2 %	Tls. 120 sellers
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000	1,968	Interim of \$2 for account 1909	8 1/2 %	\$44
<b>COTTON MILLS.</b>								
Kwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 750,000	Tls. 8,820	Tls. 5 for year ended 31.10.1908	3 1/2 %	Tls. 136 b.
Hongkong Cotton Spinning, Weaving & Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000	\$9,553	50 cents for year ending 31.7.08	6 %	\$64 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000	Tls. 8,372	Tls. 6 for year ending 30.9.06 (8%)		Tls. 89
Loon-kong-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000	Tls. 4,829	Tls. 4 for 1908		Tls. 112
Soy Ghee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 1,000,000	Tls. 15,911	Tls. 50 for 1906		Tls. 475 buyers
<b>MISCELLANEOUS.</b>								
Bell's Asbestos Mattress Agency, Limited	8,000	£12 1/2	£12 1/2	£100,000	£268	15 % per share for 1908	9 %	\$10
China-Rubber Company, Limited	60,000	\$10	\$10	\$600,000	£40,000	\$1.20 for 1908		\$13 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$500,000	£6,138	50 cents for year ended 31.2.06		\$64
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,250,000	\$3,407	80 cents for 1908	8 1/2 %	\$94 sales
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$300,000	\$8	\$1.30 for year ending 31.7.08	7 1/2 %	\$18
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000	\$3,750	Interim of 4 1/2 cents for account 1909	10 %	\$32 sellers
H. Price & Company, Limited	12,000	\$10	\$10	\$120,000	\$170	80 cents for year ending 31.12.08	8 %	\$12
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000	15,195	\$1 and bonus 20 cts. for year ending 31.2.09	6 %	\$104 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000	\$9,016	Interim of \$3 for account 1909	10 1/2 %	\$188 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$600,000	\$8,190	Interim of \$1 for account 1909	10 %	\$53 buyers
Maatschappij tot Mijn- en Landbouw- exploitatie in Langkat, Limited	15,000	Ga. 100	Ga. 100	Tls. 547,500	Tls. 116,062	Third quarterly of Tls. 124 for account 1909	7 %	Tls. 800
Pearl Tramways Company, Limited	25,000	\$10	\$10	\$250,000	\$4,304	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	6 %	\$14
Pearl Tramways Company (new)	50,000	\$10	\$10	\$500,000	18,640	None	3 %	\$140
Philippine Company, Limited	75,000	\$10	\$10	\$750,000	18,640	None		\$9 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,000	Tls. 5,450	Final Tls. 5 making Tls. 8 for 1908	4 1/2 %	Tls. 119 sales
South China Morning Post, Limited	6,000	\$25	\$25	\$150,000	Dr. \$56,602	None	7 %	\$23 sales
Steam Laundry Company, Limited	20,000	\$5	\$5	\$100,000	\$26	40 cents for year ending 31.5.08	7 %	\$54
Union Waterboat Company, Limited	50,000	\$10	\$10	\$500,000	\$172	60 cents for year ending 31.12.08	5 %	\$104 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$4	\$40,000	\$347	60 cents per ord. share for year ending 31.5.09	6 1/2 %	\$12 buyers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$900,000	\$2,613	Final of 30 cents for 1908	6 1/2 %	\$8 sellers
William Powell, Limited	15,000	\$7	\$7	\$105,000	\$731	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906		\$4 sellers
<b>RUBBERS.</b>								
Anglo-Malay Rubber Company, Limited (fully paid)	1,500,000	2/-	2/-	none	none	Interim of 12 1/2 % for account 1909		16/6 sales
Balgonville Rubber Estate, Limited	20,000	\$10	\$10	\$200,000	\$11,205	25 % for year ending 31.3.09		\$60 buyers
Castellfield Rubber Estate, Limited	20,000	\$10	\$10	\$200,000	£2,220	Final 9 % making 12 % for 1909		60/- sales
Damansara (Selangor) Rubber Co., Limited	110,000	£1	£1	none	none	None		90/- buyers
Golconda Malay Rubber Co., Limited	80,000	£1	£1	none	none	None		64/-
Highland & Lowland Para. Rubber Co., (fully paid)	181,451	£1	£1	£181,451	£8,714	15 % for year ending 31.12.08		74/- buyers
do. do. (contributory)	950,000	£1	£1	none	none	None		5/- buyers
Kamuning (Perak) Rubber Tin & Co., Limited	105,000	£1	£1	none	none	None		nominal
Kuala Lumpur Rubber Co., Limited	18,000	£1	£1	none	none	None		68/6 buyers
Linggi Plantations, Limited (ordinary)	900,000	£1	£1	none	none	3 % for year ending 30.6.08		25/- sales
do. do. (7% pref.)	10,000	£1	£1	none	none	Interim of 40 % - pd. for account 1909		nominal
Ragalla Rubber Company, Limited (ordinary)	21,500	\$10	\$10	none	none	7 % for year 1908		nominal
do. do. (8% pref.)	2,000	\$10	\$10	none	none	15 % for year ending 31.12.08		\$30 sales
Ledbury Rubber Estates Limited	6,000	£1	£1	none	none	None		52/6 sales
do. do. (contributory)	40,000	£1	£1	none	none	None		35/6 sales
Sagga Rubber Company, Limited	20,000	£1	£1	none	none	None		100/- buyers
Sandycroft Rubber Company	1,000	\$100	\$100	\$100,000	\$1,775	Interim of 30 % for 1909		\$710 sellers
Sekong Rubber Company, Limited	80,000	£1	£1	none	none	None		20/- buyers
Shelford Rubber Estate Limited	65,000	£1	£1	none	none	3 % for 1908		38/3 sales
Singapore & Johore Rubber Company, Limited	5,000	\$100	\$100	none	none	None		300 buyers
Sungei Choh Rubber Estate Company, Limited	45,000	£1	£1	none	none	None		40/- sales
Sungei Kaper Rubber Company	110,000	£1	£1	none	£3,448	None		74/- buyers